THE EASTERN TELEGRAPH COMPANY, LIMITED.

This Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China and Japan.

To secure quick transmission, telegrams should be marked **Via Eastern.**

For latest average time to London, see daily bulletin in this paper.

STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Said, Suakin. Head Office, London.

The Egyptian Gazette

NORDDEUTSCHER LLOYD

BREMEN.
EXPRESS MAIL STEAMERS
FROM
ALEXANDRIA, PORT SAID, and SUEZ,
TO
NAPLES, MARSEILLES,
GENOA, SOUTHAMPTON, ANTWERP,
BREMEN, HAMBURG, AMERICA,
EASTERN ASIA, AUSTRALIA Etc.
For Particulars see Advertisement below.

No. 7,319] ALEXANDRIA, SATURDAY, OCTOBER 14, 1905. [EIGHT PAGES P.T. 1.

Peninsular and Oriental S. N. Company.

Berths can be definitely engaged, as if the voyage were commencing at Port Said. Plans can be seen at the Offices of the Company's Agents.

The through Steamers for Marseilles and London are intended to leave Port Said after the arrival of the 11 a.m. train from Cairo, every Tuesday until 10th October and thereafter every Monday. A steam tender will meet the train to convey passengers to the ship.

CALEDONIA ... ... 26 Sept. | MALTA ... ... 10 Oct. | ARABIA ... ... 23 Oct.
VICTORIA ... ... 3 Oct. | HIMALAYA... ... 16 " | INDIA ... ... 30 "

The Brindisi Express Steamers leave Port Said directly the Indian Mails arrive. Passengers can go on board the evening before. The Fare is £9 to Brindisi.

The combined Sea and special train fare has been reduced to £22.9.11 Port Said to London via Brindisi or via Marseilles.

After 10 October the express steamer usually reaches Brindisi on Wednesday afternoon, the special train starting at 8 p.m. and arriving in London at the very convenient hour of 4.53 p.m. on Friday.

For all further information apply to the Company's Agents,

Messrs. THOS. COOK & SON (Egypt) Ltd. ... CAIRO.
GEORGE ROYLE, Esq. ... PORT-SAID.
Messrs. HASELDEN & Co. ... ALEXANDRIA.
F. G. DAVIDSON, Superintendent P. & O. S. N. Company in Egypt SUEZ. 31-12905

Orient-Pacific Line of Royal Mail Steamers.

REDUCED SUMMER FARES FROM MAY TO OCTOBER INCLUSIVE.

OUTWARDS to AUSTRALIA.

R.M.S. Orontes will leave Suez about Oct. 30 | R.M.S. Orcha will leave Suez about Nov. 2

HOMEWARDS to NAPLES, MARSEILLES, GIBRALTAR, PLYMOUTH, LONDON, TILBURY.

R.M.S. Ormuz will leave Port Said about Oct. 24 | R.M.S. Orcya will leave Port Said about Nov. 7

Reduced Summer Fares	Port-Said to Naples	1st Class.	2nd Class.
	" " Marseilles	£14.10	£ 8.5
	" " Gibraltar	£12.2	£ 7.5
	" " Plymouth or Tilbury	£14.10	£ 8.5

Egyptian Government Officials allowed a rebate of 15 % off the above fares.

Return tickets no longer issued, but passengers paying full fare in one direction allowed abatement of 12½ fare back if return voyage be made within 4 months of arrival, or abatement of 25 o/o if return voyage be made within 8 months of arrival.

Agents, Cairo:—Thos. Cook & Son. Alexandria:—E. J. Maes & Co.—For all information apply

Wm. STAPLEDON & Sons, Ld. PORT-SAID & PORT-TEWFIK (Suez) 31-12-905

BIBBY LINE MAIL STEAMERS.

Special Reduced Rates During Summer Season.

OUTWARDS to COLOMBO, TUTICORIN, etc., and RANGOON. Departures from Suez.
S.S. Derbyshire 8,836 tons, leaves about October 16
S.S. Worcestershire 7,180 tons, leaves about November 2.

HOMEWARDS to MARSEILLES and LONDON. Departures from Port Said.
S.S. Staffordshire 8,078 tons, leaves about October 14.
S.S. Shropshire 8,798 tons leaves about October 30.

FARES from Port Said to Marseilles £12.5.0. London £17.5.0. Colombo £32.15.0. Rangoon £37.15.0.
Agents:-Cairo: THOS. COOK & SON. Suez & Port Said: Wm. STAPLEDON & SONS. 31-12-905

KHEDIVIAL MAIL LINE.

FAST BRITISH PASSENGER STEAMERS.

GREECE - TURKEY LINE.

Express steamers leave Alexandria every Wednesday at 4 p.m. for PIRÆUS, SMYRNA, MITYLENE, and CONSTANTINOPLE, in connection with Orient Express train-de-luxe for Vienna, Paris, and London.

PALESTINE - SYRIA LINE.

Fast steamers leave Alexandria every Saturday at 6 p.m., and Port Said every Sunday at 6 p.m., for JAFFA (for Jerusalem), HAIFA (for Nazareth), BEYROUT (for Damascus), TRIPOLI, ALEXANDRETTA, MESSINA, continuing in alternate weeks to LARNACA and LIMASSOL-(Cyprus).

RED SEA LINE.

Steamers leave Suez fortnightly on Wednesday at 8 p.m. for JEDDAH, SUAKIN, MASSOWAH, HODEIDAH, and ADEN; and in the intervening weeks for PORT SUDAN and SUAKIM direct. Calls will be made at TOR (for Mount Sinai) as required.

N.B.—Dark chalet provided for the use of passengers, excellent cuisine and table wine free.

Steamer plans may be seen and passages booked at the Company's Agencies at Alexandria, Cairo, Port Said, and Suez, or at Thos. Cook & Son or other Tourist Agency. 31-12-904

The Moss S.S. Company, Ltd.

for LIVERPOOL calling at MALTA (Messrs. JAMES MOSS & Co. 21, James St., Liverpool, Managers.)

*Amazia	Tons 8,000	*Moss	Tons 8,000	*Victoria	Tons 8,700
*Bustyle	" 8,000	*Memphian	" 8,000	*Tabora	" 8,000
*Elephren	" 8,000	*Moorie	Tons 7,600	*Pilica	" 8,000
*Second class accommodation only, unless specially reserved.—Fares: Alexandria to Liverpool, 1st, £14 Single, £26 Return. 2nd, £8 Single, £15 Return.—To Malta, 1st, £6 Single, £9 Return. 2nd, £4 Single, £7 Return. Return tickets available for six months. S.S. Kasmira, due on north, will call on or about Thursday, October 19 to be followed by S.S. Memphian. Through freight rates on policies, etc., to Leningrad, Inland towns, Boston, New York and other U.S.A. ports, obtained on application. Cargo taken by special agreement only. Passenger Tickets also issued inclusive of Railway fare through to and from Cairo. Particulars on application to R. J. MOSS & Co., Alexandria, Agents. 26-12-905

MARINE INSURANCE COMPANY, LIMITED,

Established 1836. Capital £1,000,000. Reserve Fund £650,000.

THE IMPERIAL FIRE OFFICE united with THE ALLIANCE ASSURANCE Co., Ltd. 1, Old Broad Street, LONDON.—Established 1806.—Total Funds exceed £10,000,000.

31-12-905. Policies issued at SUEZ by G. BETTS & Co., Agents.

Telephone Company of Egypt, Limited.

CAIRO-ALEXANDRIA TELEPHONE.—Rates as follows:—P.T. 6 for each 3 minutes, or fraction of 3 minutes; P.T. 18 for over 9 up to 9 minutes communication.

Bureaux Cairo-Cairo, Central Office, Opera Square, and New Bar; Helouan, Central Office, Maison Pervis; Alexandria, 16 Marsa Sidi Abdallah, Meyrieu Bldg; Tanta, Chemist & Co.; Zagazig, Central Office, Sam Stefano Casino. 31-8-905

P. HENDERSON & CO's LINE.

Steamers leave SUEZ and PORT SAID fortnightly for LONDON or LIVERPOOL direct.
(Electric Light.) SALOON (*Amidships*) FARE £12. (Latest improvements.)

S.S. MARTABAN 7100 Tons will leave PORT SAID about Oct. 13 for Liverpool.
" AMARAPOORA 6500 " " " " 27 for London.
" RANGOON 6000 " " " " Nov. 10 for Liverpool.
Due in LONDON or LIVERPOOL 12 days thereafter.

Apply WORMS & Co., Port Said and Suez. THOS. COOK & SON. (EGYPT) LD., CAIRO; G. J. GRACE & CO., ALEXANDRIA.

THOS. COOK & SON,

(EGYPT), LIMITED. HEAD OFFICE: LUDGATE CIRCUS—LONDON.
CHIEF EGYPTIAN OFFICE—CAIRO near SHEPHEARD'S HOTEL.
Alexandria, Port-Said, Suez, Luxor, Assuan, Halfa & Khartum.

GENERAL RAILWAY AND STEAMSHIP AGENTS. BANKERS.
BAGGAGE AND FORWARDING AGENTS.

Officially appointed & Sole Agents in Cairo to the P. & O. S. N. Co.

Large and Splendidly appointed steamers belonging to the Company leave Cairo thrice weekly between November and March for Luxor, Assuan and Halfa, in connection with Trains de Luxe to Khartum.—Moderate Fares.

Specially Reduced Rates for residents in Egypt by Tourist Services during November and December. First sailing November 3rd.

WEEKLY FREIGHT SERVICE FROM CAIRO TO ASSUAN AND HALFA.

Cook's Interpreters in uniform are present at the principal Railway stations and Landing-places in Europe to assist passengers holding their travelling tickets.

Special Steamers and Dahabeahs for private parties.

Special arrangements for tour in PALESTINE, SYRIA and the DESERT; Lowest Rates, Best Camp equipment in the Country. 9-1-904

British India S. N. Company, Limited,

MAIL AND PASSENGER STEAM SHIPS.
SAILINGS FROM SUEZ, LONDON and CALCUTTA LINE.

Calling at ADEN, COLOMBO and MADRAS Outward, and MARSEILLES (Messrs and PEYROUTON optional) Homeward. Forwarding in connection with the Cape, Indian Mail Steamers and monthly with the East African Mail Line between Aden, Mombasa, Zanzibar and Karachi.

OUTWARD.—S.S. *Golconda* October 13 | HOMEWARD.—S.S. *Rewa* ... October 25

Queensland Line of Steamers between London and Brisbane.

Calling at Colombo, Batavia, Cooktown, Townsville, and Rockhampton.
The S.S. will sail from London as above.

First Class Fares from Suez to			
Aden ...	£11. 5	Colombo ...	£22. 0
Penang ...	£18. 0	Singapore ...	£20.15
Batavia ...	£21. 0	Cooktown ...	£21. 0
Townsville ...	£21. 0	Rockhampton ...	£23.10
Brisbane ...	£23.10		

From Port-Said £1 less Homeward, and £2 more Outward. Second Class, two thirds of 1st Class Fares.

Agents at PORT SAID, for the Outward Sailings and Passenger Outward and Homeward Bookings, Messrs. Wm. Stapledon & Sons, Ltd.

Agents at PORT SAID, for the Outward Sailings and Passenger Outward and Homeward Bookings, Messrs. Thos. Cook & Son and the Anglo-American Hotel & Steamer Company, CAIRO & ALEXANDRIA.

For further particulars, Freight and Passage apply to G. BETTS & Co., Agents, Suez. 31-12-905

ANCHOR LINE, LIMITED.

(HENDERSON BROTHERS) LONDON, LIVERPOOL AND GLASGOW.

Booking Passengers and Cargo through to Ports in India, Europe & America
First class passenger steamers. Sailing fortnightly from Suez.

For MARSEILLES and LIVERPOOL ... S.S. "Arabia" Oct. 25 | For CALCUTTA S.S. "Asia" October 19
For DUNDEE ... S.S. "Massilia" Oct. 25 | For BOMBAY S.S. "Olympia" October 25

Saloon Fares: from Port-Said, to Gibraltar £9; Marseilles £9; Liverpool (all) on rental £15; London (all on rental) £12. Outward Passengers embarking at Suez £3 more. Through tickets issued to New-York (via Glasgow). Fares on application. Occupation and Government cargo. Through tickets booked to New-York (via Glasgow). Fares on application.

For further particulars of Freight or Passage apply to G. BETTS & Co., Suez. 31-12-905

Deutsche Levante-Linie.

Mail and Passenger Steamships. Regular three weekly Service from HAMBURG, via ANTWERP & MALTA, to ALEXANDRIA and vice-versa, admitting goods from all chief German Railway Stations on direct Bill of Lading to ALEXANDRIA and all chief ports of Egypt, Syria, etc., at favourable through rates of DEUTSCHE VERKEHRS (traffic).

EXPECTED AT ALEXANDRIA.

S.S. *Naxos* now in port discharging will sail for Beyrouth.
S.S. *Andros* now in port discharging will sail for Hamburg on or about the 10th inst.
For tariff and particulars apply to ADOLPHE STROSS, Alexandria, *Agent.* - 16-9-906

Messageries Maritimes.

From Alexandria ... Sailing from Alexandria in October, 1905.

For Marseilles direct

Friday	13 October at 4 p.m.	*Niger*	Capt.	Camugli
"	20 " " "	*Portugal*	"	Valicci
"	27 " " "	*Congo*	"	Rivière
"	3 November " "	*Senegal*	"	Vincenti
"	10 " " "	*Niger*	"	Camugli

For Port Said and Beyrouth.

Thursday	19 October at 8 a.m.	*Congo*	Capt.	Rivière
"	3 Nov. " " "	*Niger*	"	Camugli

For Port Said, Jaffa and Beyrouth.

Thursday	12 October at 8 a.m.	*Portugal*	Capt.	Calcioli
"	26 " " "	*Senegal*	"	Vincenti

Through tickets for Paris (via Marseilles from Alexandria) ... Rates of passage mess including table wine.

Through tickets for Paris (via Marseilles) from Port-Said (directly or via Alexandria) ... From Alexandria or Port Said (directly or via Alexandria) To Marseilles ... 1st Class £12. 2. 6 | 2nd Class £8. 2. 6

Through tickets for London (via Marseilles) (Calais-Douvres) from Alexandria or Port Said ... From Alexandria To Port Said ... 1st Class £13. 2. 6 | 2nd Class £7. 1. 0

Interchangeably return tickets with the Austrian Lloyd Co. (available one way by Messageries Maritimes and on return by Austrian Lloyd) (via Trieste) ... To Jaffa ... £ 5. 5 | £ 3. 5. To Beyrouth ... £ 6. 7. 5 | £ 3. 5. 0.

From Port Said in October, 1905.

For Marseilles Direct.	Probably on Tuesday	10 October	*Tonkin*	Capt. Chatbonnel
	" " Sunday	15 "	*Brésil-Japon*	" Boudon
	" " Sunday	15 "	*Tonkin*	" Chink
	" " Saturday	21 "	*Djemnah*	" Dupuis
	" " Thursday	26 "	*Djemnah*	" Durrande
			Polynésien	" Bron

Sailing from Suez in October, 1905.

For Aden Colombo, Singapore, Saigon, Hong-Kong, Shanghai, Kobe and Yokohama	Saturday	21 Oct.	*Tonkin*	Capt. Chatbonnel
For Djibouti, Colombo, Singapore, Saigon, Hong-Kong, Shanghai, Kobe and Yokohama	Saturday	7 "	*Tourane*	" Girard
For Djibouti, Zanzibar, Mozambique, Majunga, Nossi-Bé, D. Suarez, Tamatave, Réunion and Maurice	Monday	16 "	*Brésil-Japon*	" Biquier
For Djibouti, Aden, Mahé Diego-Suarez, Ste. Marie, Tamatave Le Réunion and Maurice	Tuesday	31 "	*Natal*	" Fabre
For Aden, Bombay, Colombo, Freemantle, Adelaide, Melbourne, Sidney, and Noumea	Monday	2 "	*Yarra*	" Sellier

Cairo Agency (Shepheard's Hotel) 26-3-905

PRINCE LINE.

	Tons.			Tons.			Tons.
AFRICAN PRINCE	6,000	WELSH PRINCE		6,000	AFGHAN PRINCE		6,000
GRIMES PRINCE (bldg.)	8,000	JAPANESE PRINCE (bldg.)		8,000	SUMMER PRINCE (bldg.)		8,000
KOREAN PRINCE (bldg.)	8,000	ARABIAN PRINCE (bldg.)		8,000	PERSIAN PRINCE (bldg.)		8,000
SWEDISH PRINCE (bldg.)	8,000	BLACK PRINCE		7,000	SAXON PRINCE		6,000
TUDOR PRINCE	8,000	NORMAN PRINCE		6,000	ROMAN PRINCE		6,000
PICTISH PRINCE	7,000	GEORGIAN PRINCE		4,750	THOR PRINCE		3,750
MERCHANT PRINCE	6,000	SAILOR PRINCE		4,750	SCYTHIAN PRINCE		3,750
TRADER PRINCE	6,000	RUSSIAN PRINCE		4,500	EGYPTIAN PRINCE		3,500
NORMAN PRINCE	4,850	HIGHLAND PRINCE		4,500	ASIATIC PRINCE		3,500
SICILIAN PRINCE	4,750	NAPOLITAN PRINCE		4,500	IMPERIAL PRINCE		3,500
BRITISH PRINCE	4,750	OTTOMAN PRINCE		4,500	PERSIAN PRINCE		3,500
GREGIAN PRINCE	4,675	EASTERN PRINCE		4,150	CASTILLIAN PRINCE		3,500
GREEK PRINCE	4,675	ORIENTAL PRINCE		4,150	ARAB PRINCE		3,500
SYRIAN PRINCE	4,650	OARIS PRINCE		3,500	RAFFIN PRINCE		1,900
INDIAN PRINCE	4,650	OSMAN PRINCE		3,500	OTTOMAN PRINCE		1,900
TUSCAN PRINCE	4,675	SCOTTISH PRINCE		3,500	ROMAN PRINCE		1,750
		NORMAN PRINCE		3,500	NORMAN PRINCE		1,750
		ROYAL PRINCE		3,500	ROYAL PRINCE		1,600

Good Accommodation for Passengers.

Sailings every 10 days from Manchester and Liverpool and fortnightly from Antwerp and London to Alexandria and Syrian Coast. The dates are approximate.

TROJAN PRINCE	due from Manchester	Oct.	14	SCOTTISH PRINCE	due from Antwerp & London	Oct.	19
CYMRIAN PRINCE	" London	"	15	BRITISH PRINCE	" Antwerp	"	24
INDIAN PRINCE	" Middlesborough	"	16	EGYPTIAN PRINCE	" Manchester	"	27

The S.S. Sailor Prince is now loading for Manchester and will be followed by the Spartan Prince.

For terms of freight or passage apply to C. J. Grace & Co., Alexandria, Agents. 31-12-904

THE NATIONAL MUTUAL LIFE ASSOCIATION OF AUSTRALASIA, LIMITED.

ILLUSTRATION OF POLICY TO PROVIDE £1,000 FOR A CHILD.

Child aged 8 . . . . . Father aged 30.

Cash Payment at age 19 £1,000 (with bonuses) Term 16 years.

Annual Premium . . £53 : 13 : 4. Total Cost . . £858 : 13 : 4.

Should Father die before term full policy secured without further payments.
Should child die before term all contributions returned with 4 o/o interest.
Full particulars on application to Agents in Cairo:

S. & A. DE BILINSKI,
KHEDIVIAL BOURSE COURT.

BANK OF ATHENS, LIMITED.

Capital £8,000,000 (Fully Paid up).

BRANCHES: London 54-56 Bishops gate-street Within—Alexandria, Cairo, Constantinople, Smyrna, All Greece and throughout Greece.

The Bank undertakes all banking business in Egypt, Greece, etc. Interests on cash deposits: 3 o/o per annum at sight; 3½ o/o per ann. for 6 months; 4 o/o per ann. for 12 months; 4½ o/o per ann. for 2 years and over. Savings Bank Pounds reserve deposits at 4½ o/o per ann., from P.T. 50 to P.T. 10,000. 26-10-1-905

BELL'S ASIA MINOR STEAMSHIP CO.

Despatch weekly a steamer with good passenger accommodation carrying Mails from ALEXANDRIA to CYPRUS and the Syrian Coast and vice-versa.

For particulars of freight, passage, etc., apply to the Agent Ed. A. Minotto. 1080-26-2-905

IMPERIAL OTTOMAN BANK.

CAPITAL: £10,000,000.

HEAD OFFICE IN CONSTANTINOPLE. CHIEF AGENCIES: LONDON & PARIS
BRANCHES IN ALL THE PRINCIPAL TOWNS IN TURKEY.
Agencies in Egypt: ALEXANDRIA, CAIRO, & PORT SAID.

Advances on Merchandise in Egypt and Turkey. Discounts and Loans for fixed periods. Purchase and sale of stocks and Shares on the London and Continental exchanges, letters of credit issued, Current Accounts opened, Deposits and Savings accounts received, and telegraphic transfers made to the principal towns of the world. Foreign exchange dealt, bills drawn, bills invested, securities and dividends collected and every Ambulant banking business done. 1040-26-2-905

SUDAN GOVERNMENT RAILWAYS.

CAIRO-KHARTOUM SUMMER MAIL SERVICE.

Wednesday and Saturday	8 p.m.	depart Cairo	arrive	Monday and Friday	1.30 a.m.
Thursday and Sunday	4.30 a.m.	depart Sinnar	depart	Sunday and Thursday	12 noon
Monday and Tuesday	10 noon	depart Halfa	depart	Friday and Tuesday	12 noon
Wednesday and Saturday	1.30 p.m.	arrive Khartoum	depart	Thursday and Sunday	12 noon

Mail delivered Khartoum, Sun. and Wednesday evening, and Cairo, Mon. and Friday evening. Cairo and Khartoum Cook.

1-4-905

SUDAN DEVELOPMENT & EXPLORATION COMPANY, LIMITED

KHARTOUM: CAIRO OFFICE, SHARIA KASR-EL-NIL.

TRANSPORT DEPARTMENT. Six days White Nile Tourist Trip daily. Khartoum Tourists Steamer every week to all points between Khartoum and Fashoda. Steamers for Sobat, Bahr-el-Ghazal, Blue Nile and Atbara. Steamers for sport on Blue and White Nile with navigation fleets.

ENGINEERING DEPARTMENT. Shipping for machinery, plant, equipment, cement, bricks, etc., etc. Contracts for buildings, roads, bridges, etc. Supplies of all classes of machinery, implements, tools, etc. Agents for Dunlop Rubber Co. Bicycles, Motor Cars, Motor Boats; from 1 to 6 H.P. Motors in stock. Repairs. 1-4-905

Anglo-American Nile Steamer & Hotel Coy.

Weekly departure during Winter Season by the
Luxurious First Class Tourist Steamers VICTORIA, PURITAN & MAYFLOWER;
Regular weekly Departures to the SECOND CATARACT by the S.S. INDIANA.
THROUGH BOOKINGS TO KHARTOUM, SONDOKORO AND THE WHITE NILE;
Steamers and Dahabeahs for private charter. Sinai Trips and Sinai Camels for hire.
FREIGHT SERVICE BY STEAM BARGES BETWEEN CAIRO AND ALEXANDRIA;
Working in conjunction and under special arrangement with the "Upper Egypt Hotels Company."
For details and illustrated programmes apply to "ANGLO-AMERICAN NILE STEAMER and HOTEL COMPANY."
OFFICES IN CAIRO: Sharia Boulac, "Grand Continental Hotel Buildings." 31-3-06

NORDDEUTSCHER LLOYD.

Regular Service from ALEXANDRIA (Passenger and Freight) to NAPLES-MARSEILLES.

SCHLESWIG will leave ALEXANDRIA at 4 p.m. October 25, Nov. 8 & 22, etc.

The following steamers are intended to leave PORT-SAID:

HOMEWARD: for Bremen or Hamburg via Naples, Genoa, (Gibraltar), Southampton, Antwerp.

Roon	8033 Tons	about 20 Oct.	Eisenach	8048 Tons	about 17 Nov.
Seydlitz	7942 "	" 30 "	Karlsruhe	8057 "	" 17 "
Bayern	8036 "	" 10 Nov.	Princess Alice	10811 "	" 1 Dec.

OUTWARD: for CHINA and JAPAN via SUEZ, ADEN, COLOMBO, PENANG, SINGAPORE.

Prinz H. Luitpold	8503 Tons	about 18 Oct.	Schaarhorst	8181 Tons	about 28 Oct.
Prinz Heinrich	8000 "	" 30 "	Graf Waldersee	8120 "	" 13 Nov.
Prinz K. Friedrich	8663 "	" 13 Nov.	Seydlitz	7942 "	" 17 Dec.

For AUSTRALIA via SUEZ, ADEN, COLOMBO.

FOR FURTHER PARTICULARS APPLY TO THE AGENTS OF THE NORDDEUTSCHER LLOYD at Cairo, Alexandria, Port-Said and Suez.
OTTO STERNING, Agent in Cairo, Opera Square.
C. E. SCHOEKLER, Agent in Alexandria, Cleopatra Lane.

Messrs. THOS. COOK & SON (Egypt) Ltd., and CARL STANGENES REISEBUREAU are authorized to sell tickets in CAIRO and ALEXANDRIA. 30-11-905

Austrian Lloyd's Steam Navigation

Alexandria-Brindisi-Venice-Trieste.

Weekly Express Mail Service. Steamers leave Alexandria every Saturday at 4 p.m. arrive at Brindisi, Tuesday a.m. in time for express to Paris, London, Naples, Rome. Arrival Trieste Wednesday noon connecting with Vienna Express (Trieste-Ostende through carriage) and expresses to Italy and Germany.

Sept. 30	4 p.m.	S.S. Cleopatra	Capt. Prelitsch	October 21	4 p.m.	S.S. Cleopatra	Capt. Prelitsch
October 7	"	" Habsburg	" Klastorzer	" 28	"	" Habsburg	" Klastorzer
" 14	"	" Semiramis	" Martinelich	Nov. 4	"	" Semiramis	" Martinelich

Fortnightly Service: Alexandria-Brindisi & Trieste.

Steamers leave Alexandria on or about 11 and 25 October.

(Departures from Suez) To Aden, Bombay, Colombo, Penang, Singapore, Hong Kong, Shanghai, Yokohama, Kobé about October 5 and Nov. 4. To Aden and Bombay accelerated service about October 9 and November 9. To Aden, Karachi, Bombay, Colombo, Madras, Rangoon and Calcutta about October 20.

East-African Line.

To Aden, Mombassa, Zanzibar, Beira, Delagoa Bay, Durban, about October 4 and November 3.

Syrian-Caramanian Line.

Steamers leaves Alexandria on or about 16 & 30 October.

Syrian-Cyprus-Caramanian Line.

Steamers leaves Alexandria on or about October 20 & Nov. 3.

For information apply to the Agents, Alexandria, Port Said and Suez, Thos. Cook & Son, Ld., Limon Heller, Cairo Agent, 4, Sharia Maghraby, (Telephone 192), Cairo; F. Tabbachi, Helouan.

Special passage rates granted to Egyptian Government officials, members of the Army of Occupation and their families. 31-12-905

RUSSIAN STEAM NAVIGATION & COMMERCIAL COMPANY.

Postal Service Accelerated

between Alexandria, Pirous, Smyrna, Constantinople, and Odessa by the following recently built and perfectly equipped vessels:—

Empereur Nicolas II.		Tokhtakhine	7272 tons
Reine Olga	7272 tons	Tsaritsa	6600 "

Arrivals at Alexandria on Saturday afternoons.

Departures from Alexandria on Fridays at 10 a.m. Circular route between Alexandria, Port Said, the Syrian ports, Chio, Smyrna, Salonica, Mount Athos, Dardanelles, Constantinople, and Odessa.

Arrivals at Alexandria every other Monday early in the morning.
Departures from Alexandria on Wednesdays at 4 p.m.
Crimean or Bessarabian table wines free. 26376-31-8-904

Navigation Générale Italienne.

Societes Reunies Florio-Rubattino. - Services Postaux. - Departs de Septembre.

Les JEUDIS 5, 12, 19, et 26 à 3 h. p.m. direct pour Messine, Naples, Livourne et Gênes.
Les DIMANCHES 1 et 15 à 3 h. p.m. direct pour Brindisi, Bari, Ancône et Venise.
Les MERCREDIS 4 et 18 à 10 h. a.m. pour les escales de la Syrie et Larnaque.
Le LUNDI 16 à 4 h. p.m. pour Port-Said, Suez et Massawah.
Le SAMEDI 7 et DIMANCHE 22 à 5 h. p.m. pour Port-Said. 31-12-905

ELLERMAN LINES, LIMITED.

CITY LINE. | CITY & HALL LINE.
MALTA, LONDON, COLOMBO & CALCUTTA. | MARSEILLES, LIVERPOOL, BOMBAY & KARACHI.

The undermentioned First Class Passenger Steamers will be dispatched from Port Said on or about the following dates for:—

Malta and London	S.S. City of York	October 16	Marseilles & Liverpool
Colombo & Calcutta			Bombay

S.S. City of Oxford Oct. 25

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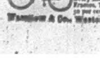
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DAILY WEATHER REPORT

OBSERVATIONS BY SURVEY DEPARTMENT.

For the 24 hours ending 8 a.m. Yesterday

ALEXANDRIA.

Direction of wind		W.
Force " "		Calm
State of Sea		Calm
During 24 hours ending 8 a.m.	Max. Temp. in the shade	31.0
	Min. do. do.	19.3
	Humidity	62.0
	Rainfall	—

REMARKS.

The early morning was very misty but the air began to clear about eight o'clock. The humidity is excessive. The barometer remains steady.

THE EGYPTIAN GAZETTE.

SUBSCRIPTIONS.—Alexandria, Cairo, and the Interior of Egypt (including delivery in Alexandria or postage to subscriber's address) P.T. 231½ per annum, P.T. 116 for six months, P.T. 80 for three months. To other countries in the Postal Union P.T. 273 (£2.16s.) per annum. Six months P.T. 136½ (£1.8s.), three months P.T. 95 (0.19s.)

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SUBSCRIPTIONS and ADVERTISEMENTS are due in advance. P. O. Orders and Cheques to be made payable to the Editor and Manager, Rowland Snelling, Alexandria.

London Offices: 36, New Broad-street, E.C.

THE EGYPTIAN GAZETTE can be obtained in London at our office, 36, New Broad Street, E.C., and also at Messrs. MAY & WILLIAMS, 160, Piccadilly, W.

THE "EGYPTIAN GAZETTE" IS PRINTED ON PAPER MANUFACTURED AND SUPPLIED BY THE LONDON PAPER MILLS Co. LIMITED (SALES OFFICE: 27, CANNON STREET, E.C.

DEATH.

OREL. — On the 13th inst., at Maison Orel, Bacos, Anton Orel, aged 70 years. Friends will please accept this intimation. No flowers.

The Egyptian Gazette
An English Daily Newspaper, Established 1880.
Editor & Manager: R. SNELLING.
Price: One Piastre Tariff.
SATURDAY, OCTOBER 14, 1905.

THE POST OFFICE.

We understand that the request recently published by the Post Office Administration, asking the public to put on their correspondence the name of the street, or failing that the name of the quarter of the resident recipients of letters, has met with little or no attention. The administration will soon be compelled to discontinue the practise of sending letters addressed to A. Cairo or B. Alexandria to the addresses, and though their action is likely to meet with considerable criticism from those members of the Egyptian Public who regard one of the most useful and necessary State departments in the same fashion as an exacting mistress regards an overworked housemaid, a short historical account of the methods employed by the Post Office should prove that hostile criticism is, in this case, misplaced and undeserved by the very energetic and efficient administration against which it may be aimed.

Previous to 1890 a few people used to register their addresses at the local Post Offices and pay a charge of P.T. 5, so that their letters might be forwarded to them. In 1890 the charge was abolished and the public were invited to register their names and addresses free of charge. This they did in steadily increasing numbers. Owing to the streets being unnamed, no other address but Alexandria or Cairo etc., could be put on correspondence. The numbers registered increased and it became necessary to ask the public to give the name of the street where the addressees lived or, failing the street, the quarter. In Alexandria the number registered is now 39,000 odd, of whom 22,700 are Europeans. In Cairo there are half as many again and while there are a few employés of the Department who have grown up with the service and know where most people live, the younger generation cannot be expected to acquire this knowledge. After all the Administration is only asking the public to do what is done in every civilised country. Indeed letters addressed to Smith, London or Dubois, Paris, are usually sent back at once to the office of origin.

Calendar of Coming Events.

ALEXANDRIA.

October.

Sat. 14 Alex. Swimming Club. 60yds Juniors' 100 yds. Seniors' Championships. New Graving Dock Gabbari.
Max. Prince's Restaurant des Bains Roumanian orchestra, every afternoon. Sundays, morning.
Old Bourse Palace Bar. Orchestra nightly. 8 p.m.
Windsor Hotel. Orchestra. 6 to 11.30 p.m. every day.
Alhambra. — Italian company. — 9.15 p.m.
Crown Casino. Ibrahimieh 9.30 p.m.

Sun. 15 San Stefano Casino Brichale Orchestra 10 a.m. and 9 p.m.

Tues. 17 New Masonic Hall: Albert Edward Lodge, No. 707, E.C. Meeting. 8 p.m.

Sat. 21 A.S.C. October Skye Meeting.

CAIRO.

October.

Sat. 14 Esbekieh Theatre. French Operetta Company. 9.15 p.m.
Theatre des Nouveautés. 9.30 p.m.
Alcazar Parisien. 9.30 p.m.

Thurs. 26 Cairo Musical and Dramatic Society. Concert in aid of Calabrian Victims. Khedivial Opera House. Under Patronage of H.H. the Khedive, etc., etc.

ENGLAND, FRANCE, AND GERMANY.

ALLEGED OFFER TO FRANCE.

AUTHORITATIVE CONTRADICTION.

BERLIN, October 13.

It is understood here that Great Britain has informally assured Germany of the baselessness of the report published by the "Matin," but the tone of the semi official press indicates that Germany is not satisfied, and wishes an official repudiation. This, however, is generally regarded in England and in France as being unreasonable. *(Reuter)*

LONDON, October 13.

The Government does not intend to make a statement regarding the revelations of the "Matin," but Reuter's Agency is enabled to state authoritatively that the Government has informed Germany that France never asked, nor did Great Britain offer any assistance,' as the question never arose. *(Reuter)*

THE KARLSTAD AGREEMENT.

APPROVED BY THE RIKSDAG.

STOCKHOLM, October 13.

The Swedish Riksdag has approved the convention of dissolution. *(Reuter)*

STOCKHOLM, October 13.

The Riksdag has approved the Karlstad agreement. *(Havas)*

ENGLAND'S RECEPTION IN JAPAN.

OFFICERS RECEIVED BY THE MIKADO.

TOKIO, October 13.

Admiral Noel and staff have been received by the Mikado. *(Reuter)*

TOKIO, October 13.

Admiral Noel has lunched with the Emperor. Cordial toasts were exchanged. *(Reuter)*

ASSASSINATIONS IN RUSSIA.

ST. PETERSBURG, October 13.

The Chief of Police at Krasnoyarsk was killed while returning from the theatre yesterday evening. The Sub-Chief of Police at Kishineff has also been assassinated. He was largely responsible for the massacres of 1903, and the recent anti-Jewish disturbances. *(Reuter)*

THE MOSCOW STRIKES.

BARRICADES ERECTED.

MOSCOW, October 13.

The strikers in Moscow having erected barricades to-day, the Cossacks charged and broke them down. There are several injured. *(R.)*

DEATH OF PRINCE TROUBETZKOI.

ST. PETERSBURG, October 13.

Prince Trubetzkoi, the leader of the moderate reformers, died suddenly at the close of a spirited speech before a special Government Commission regarding the troubles at Moscow University. *(Reuter)*

MOSCOW, October 13.

Prince Troubetzkoi, rector of the University, has died suddenly. *(Havas)*

M. DELCASSE'S RETIREMENT.

JAPANESE RUMOURS INCORRECT.

PARIS, October 13.

A note from the Havas Agency declares that the Japanese rumours concerning the retirement of M. Delcassé are not correct. *(H.)*

THE RUSSO-JAPANESE TREATY.

WASHINGTON, October 13.

Ratifications of the Russo-Japanese treaty will be exchanged here to-morrow. *(Reuter)*

LORD CROMER SAILS.

LONDON, October 13.

Lord Cromer has left for Egypt. *(Reuter)*

DEATH OF SIR HENRY IRVING.

LONDON, October 13.

Sir Henry Irving died suddenly of syncope at Bradford after having performed in the theatre. *(Reuter)*

LOCAL AND GENERAL.

STRAY AND OWNERLESS DOGS found in the Boulac district of Cairo during to-morrow night and at dawn of the 16th inst. will be poisoned by the police. Those found in the Gamalieh district on Monday night and at dawn of the 17th inst. will be dealt with in the same way.

COAL IMPORTS.—During the period from the 1st of January to the 12th of October 842.530 tons of coal were imported into Egypt. Wales sent 457.203, Newcastle 194.487, Scotland 98,112, Yorkshire 61,225, and other places 31,503 tons. In the same period of last year 814,430 tons were received.

THE ALHAMBRA THEATRE.—The Della Guardia Dramatic Company will represent *Il Suicidio* at the Alhambra Theatre to-night and for the usual weekly matinée at 4.15 p.m. to-morrow *La Famiglia Pont Biquet* is billed and at the evening performance *Madame Sans-Gêne* will be staged. From to-morrow the prices at this theatre are reduced as follows:—Boxes P.T. 60, Front Seats P.T. 10.

PRO CALABRIA.—The Cairo Musical and Dramatic Society have arranged for a grand concert to be given at the Khedivial Opera House on Thursday, the 26th October, commencing at 9 p.m., in aid of the victims of the recent earthquake in Calabria. The concert will be under the distinguished patronage of H.H. the Khedive, the Earl of Cromer, the Diplomatic Agents of Italy, America and Spain, General Bullock, C.B., and H.E. the Sirdar. By kind permission of Lieut. Colonel Markham and the officers of the 1st King's Royal Rifle Corps the band of that regiment will attend. A very attractive programme, which we shall publish later, is being drawn up.

HORRIBLE SUICIDE IN CAIRO.—A native woman who learnt recently that her husband was not faithful to her resolved to commit suicide and for this end poured a quantity of petroleum on her clothes, and then applied a lighted match. Just as she had committed this insane act her husband appeared on the scenes and tried to save the woman, but the flames caught hold of his clothes. A cavass of the Greek consulate, who was passing at the time, heard the shrieks of the poor couple and rushed in and did all that he could to save the two lives and the flames were finally extinguished. The woman, however, died almost immediately, but it is hoped that the man will recover from his serious burns.

SPORT AND PLAY.

KHEDIVIAL YACHT CLUB.

VISIT OF H.H. THE KHEDIVE.

Yesterday was a great day in the annals of the Khedivial Yacht Club. At an early hour in the forenoon all the merchantmen in the harbour had dressed ship in honor of the occasion.

At about 3 p.m. the club began to present a very animated spectacle, as the members with their guests began to arrive. The club building had been very tastefully decorated with flowers and plants and looked very charming.

Punctually at 4 p.m., as previously arranged, His Highness the Khedive with his suite arrived at the club. The Egyptian Army band played the Khedivial Hymn and the Khedivial standard was broken at the club's mast. This was a signal for all the government ships and departmental buildings to dress with their bunting. His Highness was received at the Club steps by his Highness Prince Aziz Pasha Hassan, Commodore of the Club, and Admiral Sir Massie Blomfield K.C.M.G., R.N. Vice-Commodore, and the members of the committee.

His Highness then proceeded to the reserved portion of the verandah, whence he watched the races, taking a great interest in all the contests of the regatta.

The first event of interest apart from the event of the day, was the race between native sailing boats. These were all made fast to a rope by their sterns, with canvas stretched, and at a given signal all cast off and sailed away. The nine boats presented a very pretty sight, and his Highness the Khedive expressed great pleasure at the scene. Soon after this came the finish of the sailing race, for the challenge cup of his Highness the Khedive for which the entries were as follows:—

Boat	Time of Start
Jessica } Akraba	2.30
Cattelaya	2.32
Tantah	2.38
Gumrook	2.40
Masr	2.43
Calipso	2.45
Laurea	2.56

Prince Aziz's magnificent cutter Laurea first crossed the finishing line in fine style, with every stitch of canvas stretched, presenting a fine spectacle which was greatly admired by the spectators watching from the club verandah. She was sailed for the Prince by Sagh. Phillips of the Coastguard Administration.

Then came the six-oared gig race, when, as usual, the gig of Prince Aziz came in an easy first, with the coastguard Harbour Department's boat second, the Aida boat third, and coastguard training ship's gig fourth.

The last race was the final of the Rowing Club competition; when the Canottieri easily beat the German Sport Verein, drawing away from the start and gradually increasing their lead until they crossed the line six lengths ahead, although the Germans put on a very plucky spurt at the finish.

The Khedive then presented the prizes to the winners, each of whom he congratulated on his individual success. He then expressed to Prince Aziz and Admiral Blomfield the pleasure which his visit to the Club had afforded him, and wished it every success.

The Alexandria city police rendered great service in keeping the road clear, and the coastguards had formed a cordon entirely round the club, thereby ensuring the place being kept free from intruders.

The Egyptian Army band played during the afternoon. The detailed times, etc. of the various races will be published on Monday.

FAYOUM LIGHT RAILWAYS.

PURCHASED BY ANGLO-BELGIAN COMBINATION.

The above company, which was constituted by Khedivial Decree in May, 1897, with a capital of L.E. 200,000, has passed into new hands by the purchase by Messrs. Lambert and Ralli, on behalf of an Anglo-Belgian group, of the interest possessed in the concern by the Witta Boctor family, and amounting to more than three-fourths of the total share capital. It is not yet known whether the local group represented by Mr. George Eid, whose option expired on the 20th ultimo, will form part of the new combination. The new board will be entirely European, most probably half of the members will be English and the other half Belgian. Maitre Carton de Wiart, through whom the negotiations have been brought to a successful issue, will sit on the Board. It is intended to considerably increase the original capital, with the view of extending the present line of 164 kilometres and introducing many improvements. The company also intends taking advantage of the falls in the town of Fayoum by utilising their motive power of 4,000 horse power for driving the machinery of the different factories by electricity.

NEW BUILDINGS IN CAIRO.

The Société Belge-Egyptienne de l'Esbekieh in conjunction with the Daira Khassa have decided upon demolishing all the small temporary buildings now existing on the property purchased from the Djellal family some three years ago and situated behind Shepheard's Hotel and in their place the company will erect nine immense blocks of residences similar in size to the one just completed at the corner of the Boulac road. The cost of these new buildings is estimated at £250,000 and it is expected that they will take between two and three years to construct. The foundations of the first are now finished and building operations will commence at once.

THE NEW TURBINE CUNARDER.

The new turbine-propelled Cunard liner Carmania sails from Liverpool to New York on December 2, and her voyage is arousing considerable interest on both sides of the Atlantic. The passenger accommodation of the Carmania is in the same sumptuous style as that of the Caronia. By the addition of these two huge vessels, the Cunard Company has increased its tonnage during 1905 by 40,000 tons.

THE DIPHTHERIA EPIDEMIC.

Some of the local papers have stated lately that diphtheria is largely on the increase in Cairo, whilst our contemporary *Le Phare d'Alexandrie* contradicts the statement, and further avers that the Sanitary Department denies the existence of the disease. From enquiries made by our Cairo correspondent yesterday it seems that the number of daily cases is greatly exaggerated. From the returns issued by the statistical office we find that there were 11 new cases and 14 deaths reported during the week ending 30th September, and that the weekly average during the past four or five weeks does not exceed ten cases. Assuming the correctness of these records there is nothing to cause any alarm or to justify the statement that the disease exists in an epidemic form at present.

BANK OF EGYPT, LTD.

Mr. A. Zanetti Polsi has resigned his post as sub-manager, and the Board of Directors has appointed Mr. Vittorio G. Gallichi in his place. He is empowered to sign in conjunction with Messrs. Strong, Smith, or Jennings on behalf of the Bank of Egypt, Ltd., during the absence of the General Manager, Mr. A. Luzzatto.

THE BANK OF SALONICA.

The Cairo branch of the Bank of Salonica will be opened on Monday under the management of Mr. Singer, formerly of the Credit Lyonnais. The offices are situated in the immeuble Mosseri, rue El Manakh.

SAN STEFANO CASINO.

The following is the programme of the Bracale orchestral concert to be given to-morrow morning at the Casino at 10 a.m.:—

1. Marche Nuptiale—Mendelssohn
2. Ouverture—La Sirène—Auber
3. Valse—La Charmeuse—René Maggiar
4. Ballet—Sylvia—Délibes
5. Suite tiré du ballet Casse Noisette—Tschaikowsky
   Danse Russo-Arabe-Chinoise
6. Ouverture—Saul—Bazzini.

STEAMER MOVEMENTS.

The Khedivial express mail steamship El Kahira will leave Alexandria on Wednesday for Piræus, Smyrna, Mitylene, and Constantinople.

The Ellerman S.S. Avon from Liverpool arrived yesterday with general cargo and passengers.

The Ellerman S.S. Sardinia sailed to-day from Liverpool for Gibraltar, Malta, and Alexandria.

The S.S. Egyptian Prince left Manchester on Friday with passengers and general cargo and is due to arrive at Alexandria via Tunis and Malta on or about the 27th inst.

NOTES FROM PORT SAID.

RAISING OF THE PHARAON II.

(FROM OUR CORRESPONDENT).

Port Said, Friday.

During the last few days, great efforts have been made to get the salvage material for raising the Pharaon II into working order. It will be remembered by your readers that this large sucking dredger was sunk one night over five months ago, in the Dutch Basin owing to the carelessness of those who were responsible for the night watch; and that, whilst bunkering she quietly filled and sank. Subsequently the collision between the Congal and a Harrison boat occurred, which resulted in the sinking of the former vessel, and which entailed many weeks of hard and difficult work, resulting in the successful refloating of the ship. All this, followed again by the general upset caused by the Chatham, greatly delayed the salvage operations on the sunken dredger, and to cause more worry, at the trials of the raising plant shortly before the Chatham caught fire, one of the double lighters collapsed and had to undergo considerable repairs and modifications.

However, all's well that ends well, and the four pairs of lighters, each pair having a displacement of 250 tons, were yesterday placed in position, two pairs on each side of the dredger (which by the way lay in 29 feet of water) and were all lashed with heavy chains to the cradle and each other, in such a manner that the air pipes, of which there were eight, protruded some few feet above the surface.

All being ready, soon after midnight, the pumping was started by several centrifugal and Grindl pumps under the supervision of M. Dormay, who has been in charge of this work since the day on which the Pharaon sunk. About seven o'clock this morning, the dredger and her four "attendants" suddenly rose more than two feet, and she has steadily continued to risen since; till, at the time of writing she lies almost at her normal water line level. The salvage pumps of the Canal Company's Progrès were got to work on the water in her hold and engine room about noon, and she will go into the floating dock probably to-day.

Like the Congal, she now resembles nothing so much as a rock strewn coast after the tide has fallen; festoons of yards of seaweeds hang from every point about her decks; she is covered with slime and ooze, rusty, one mass of barnacles and dirt; a truly desolate and pitiable sight; as for possibilities of future work with her I should fancy there are none. She is so covered with dirt and all manner of weeds that I would be surprised indeed if she can be made anything of, after her five and a half months' submersion.

NOTES FROM THE SUDAN.

LOCUST SWARMS.

(FROM OUR CORRESPONDENT.)

Wad Medani, October 2.

I informed you in my last letter the locusts were not expected to do much harm to the crops owing to the heavy rains which had fallen. Unhappily they are now more numerous than ever, and may yet do considerable harm. It is very difficult to persuade the natives to take any measures against them, for the Arabs of this district leave everything to Providence.

DEVOURED BY A CROCODILE.

While Bimbashi Nickerson, Inspector of the Mudirieh of Senaar was proceeding on a tour of inspection on the Dinder River one of his servants was carried away by a crocodile before the eyes of his comrades on the steamer. A sailor who witnessed the terrible sight, threw himself into the water and tried to save the wretched boy, but the reptile escaped with its prey. The generous Bimbashi on his return gave the mother of the boy a large sum of money. The sailor, who risked his life to save his friend will, I hear, be generously rewarded by the Government.

FEVER PREVALENT.

Miralai Dickenson Bey, Governor of the Blue Nile Province, has been rather seriously ill and great sympathy is felt for this energetic official, who has been taken to hospital at Khartoum. Fever has been very prevalent in the Southern Provinces. Mr. Marsden, Deputy Inspector of Singa, who worked up to the last, was finally compelled to go on leave for three months.

MEDANI SCHOOLS.

The Government School built at Wad Medani will open very shortly. The masters are now on their way from Khartoum. The school will prepare pupils for the Gordon College and the funds for its maintenance are levied from the natives at the rate of five milliemes per ardeb, taken in the *Ushur* tax. Traders and well-to-do persons will each have to pay L.E. 1 per annum for their sons' education.

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OBITUARY.

SIR HENRY IRVING.

John Henry Brodribb, who assumed the name of Henry Irving, was born on February 6, 1838, at Keiton near Glastonbury, and educated at Dr. Pinches' school, in George Yard, Lombard Street, London. He made his first public appearance at the Sunderland Theatre, Sept. 29, 1856, and after a series of engagements at Edinburgh, Glasgow, Manchester, and Liverpool, extending over nine years, he was engaged on July 30, 1866, to play, with Miss Kate Terry, at Manchester, by Mr. Dion Boucicault, in an original play of his, entitled "Hunted Down." This led to a London engagement, when he came out at the St. James's Theatre as Doricourt in the "Belle's Stratagem." He subsequently played at Drury Lane, the Haymarket, and the Gaiety theatres. In May, 1870, he transferred his services to the Vaudeville Theatre, playing Digby Grant in Mr. Albery's comedy of the "Two Roses", which character he sustained for 300 consecutive nights. His representation of "Hamlet" at the Lyceum Theatre (October 31, 1874) produced a great sensation among the play-going public, and opinion was at first much divided as to the merits of the performance, but it is now generally admitted that by his rendering of this and of other Shakespearian parts, Mr. Irving has placed himself at the head of English tragedians. "Hamlet" was played for 200 nights, the longest run of the play on record. He appeared in "Macbeth" Sept. 18, 1875; in "Othello" in 1876; and next as Philip in Tennyson's drama of "Queen Mary" One of the parts in which he made his work and by which he will be best remembered by many, was that of Matthias in "The Bells" a powerful drama which had a long run at the time of its production, and has been frequently reproduced. Afterwards Mr. Irving played his Shakespearian parts in the provinces, in Scotland, and in Ireland. When in Dublin, he played "Hamlet" by the request af the University, he having been presented with an address in the Dining Hall of Trinity College. In Jan., 1879, he added to his Shakespearian repertory by playing "Richard III." at the Lyceum. The withdrawal of Mrs. Bateman from the Lyceum gave Mr. Irving supreme control over the theatre, of which he had long been the mainstay. It opened under his management on Dec. 30, 1878, when he again played "Hamlet" for 100 nights. The most remarkable incidents of Mr. Irving's management have been the production of "Othello" (in which he alternated the parts of the Moor and Iago with Mr. Edwin Booth), "The Merchant of Venice," "Much Ado about Nothing," "The Cup," "Twelfth Night," and "Faust," all which have been played in conjunction with Miss Ellen Terry. A public banquet was given to Mr. Irving at St. James's Hall, on July 4, 1883, shortly before his departure with the Lyceum company for a theatrical tour in the United States. A second visit to America was made in 1884, and before its close Mr. Irving delivered an address to the students of Harvard University on the art of acting. He also delivered an address by the invitation of the Vice-Chancellor (Prof. Jowett) at Oxford, on June 26, 1886. On May 5, 1887, Mr. Irving was elected a life trustee of Shakespeare's birthplace. On June 1 he produced Byron's "Werner" at the Lyceum Theatre for the benefit of Dr. Westland Marston, with the fine result of giving over £800 to the distressed dramatist. On October 17 he visited Stratford-on-Avon for the purpose of making the dedicatory speech at the presentation of a public fountain by Mr. G. W. Childs, of Philadelphia, and the next day left Liverpool for a third tour in America, lasting until March 24 1888. During his stay in the States he was given, on March 15, a reception by the American Goethe Society, and on March 19, by special desire of the War Department, he took his company to the Military Academy at West Point where, with Miss Ellen Terry, he gave "The Merchant of Venice" in Elizabethan dress and without scenery of any kind. On March 12 the great blizzard occurred which paralysed New York for a week, and on that evening the Star, where Mr. Irving was performing, was the only theatre open. After a short season at the Lyceum he took "Faust" on tour, and at Bolton laid the foundation-stone of a new theatre. On Nov. 28 he was entertained at a public banquet in Birmingham. On Dec. 29 he produced "Macbeth" at the Lyceum, with Miss Ellen Terry as Lady Macbeth, and ran it until the following summer, nearly 200 nights, which is the longest run of the play on record. In April of the year 1889 he visited Germany, where "Julius Cæsar" and "The Merchant of Venice" were presented for him at the Berliner Theatre by Herr Barnay; and on his return home he played, with Miss Ellen Terry, before the Queen at Sandringham. On Sept. 28 he revived at the Lyceum Watts-Phillips' play "The Dead Heart." The play ran the whole season, ending in the summer of 1890, after which, with Miss Ellen Terry, he made a short provincial tour, giving recitals of "Macbeth" with the accompaniment of Sir Arthur Sullivan's music. On Sept. 20, 1890, he produced "Ravenswood," by Herman Merivale, founded on Sir Walter Scott's "Bride of Lammermoor." This was followed in 1891 by a revival of "Much Ado," "The Lyons Mail," and "The Corsican Brothers." During the season of 1892 Mr. Irving's company played "Henry VIII.," a notable revival, at the Lyceum, the great actor taking the part of Cardinal Wolsey. His next part was not dissimilar to this, for he appeared as "Becket" in the late Lord Tennyson's great play of that name. At the end of 1893 Mr. Irving gave numerous revivals of familiar pieces in his repertoire. He then took his company to America, and, on his return to the Lyceum in the spring of 1894, revived "Faust." In September, 1894, he appeared at Bristol in a little play by Dr. Conan Doyle in which he figures as a Waterloo veteran. In 1899 he withdrew from the management of the Lyceum Theatre and has since made several tours in America, and also frequent visits to the provinces. He was knighted in 1895 and received the honorary degrees of LL.D. of Dublin, Cambridge and Glasgow Universities.

CHRONIQUE FINANCIERE

Vendredi 13 Octobre.

La situation monétaire ne s'est pas améliorée ici plus qu'en Europe, où l'on parle d'augmenter encore le taux d'escompte. Aussi les affaires sont-elles peu importantes sur notre marché, en dépit d'une fermeté relative: sur les fluctuations qui ont eu lieu depuis vendredi dernier deux tiers indiquent une hausse et un tiers une baisse; mais on peut dire d'une façon générale que le calme a prévalu sur toute la ligne, excepté en National Bank, Agricole, Markets, Anglo-American Nile et Béhéra.

On espère une amélioration à la suite du versement de 10 £ par action que doit faire la Daira Sanieh lundi prochain. Ce versement auquel les princes khédiviaux avaient fait opposition vient d'être autorisé par le juge de référé du Caire devant lequel le Gouvernement Egyptien avait porté le différend. En somme considérable que ce paiement va mettre en circulation facilitera sûrement les opérations de notre place.

Les Sucreries sont en pleine débandade à 30 francs. La direction du Caire a fermé les usines de Rodah, Magaga et Bibeh par raison d'économie, et M. Willcocks est en tournée d'inspection dans la Haute-Egypte.

Une bonne opération a été dernièrement conclue par l'Egyptian Land and General Trust à Alexandrie. Il s'agit de l'achat des terrains Gourbal à des conditions avantageuses pour la Société.

Le personnel venu d'Angleterre pour l'exploitation des Oasis est arrivé au Caire d'où il se rendra prochainement à ses divers postes de destination. En parlant des Oasis le directeur a dit que le sous-sol contenait des nappes d'eau inépuisables. Il suffit de creuser les puits artésiens à des distances suffisantes les uns des autres pour maintenir la pression.

Un heureux événement pour les porteurs d'Anglo American Nile c'est l'entente intervenue entre cette compagnie et la Hamburg America pour le service fluvial à organiser en Egypte. Le cours de l'Anglo-American est monté de ce chef de 5 9/16 à 5 15/16 et 6, et la tendance est toujours pour la hausse.

Un autre événement de la semaine qui est digne de remarque c'est l'achat de la Fayoum Light Railways par un groupe de financiers anglo-belge qui se propose d'augmenter de beaucoup le capital initial (L.E. 200,000) en vue d'une extension considérable du réseau et d'autres améliorations. La Compagnie se propose également d'utiliser les chutes d'eau de Fayoum dont la force atteint 4,000 chevaux vapeur comme force motrice des diverses usines de la localité.

La National Bank gagne 1/8 sur le cours de vendredi dernier et clôture à 27 5/16.

Il en est de même de l'Agricole qui clôture à 9 3/4.

Le cours du Béhéra, qui avait fléchi au commencement de la semaine, reprend vers la fin à 43, à la nouvelle de l'émission des 25,000 actions de l'Union Foncière, offertes aux porteurs de Béhéra au prix de £5 et à raison d'une action de l'Union Foncière d'Egypte pour deux actions ordinaires de la Société du Béhéra.

Les Markets s'avancent de 25/3 à 26 à cause naturellement de la prochaine réouverture des marchés, car l'état des recettes ne justifie en rien cette hausse.

De 7 1/8 la Ramleh Railway monte à 7 3/16.

Les Dividendes Tramways montent également de 328 à 332, tandis que les Privilégiées restent stationnaires à 162.

En Brasseries nous assistons au même mouvement: Les Privilégiées à Alexandrie et au Caire restent sans changements, pendant que les Dividendes haussent respectivement de 100 à 105 et de 62 à 63.

En hausse encore la Salt and Soda de 33/6 à 34, l'Obligation Crédit Foncier de 315 à 318, la Banque d'Athènes de 135 à 135 1/4 et la Delta Land de 2 1/2 à 2 9/16.

Les valeurs qui au contraire ont faibli sont: la Delta Light de 13 1/16 à 12 15/16, l'Alexandria Water de 15 /16 à 15, les Cotton Mills de 5/9 à 5/6, la Nungovich de 10 15/16 à 10 13/16 et la Land Bank de 9 7/8 à 9 3/4.

Les Estates, l'Investment et le Trust, si actifs naguère, restent sans transactions appréciables, quoique soutenus aux cours respectifs de 1 7/32, 1 5/16 et 1 9/32, ainsi que l'Urbaine à 5 3/8.

Le prix de la Daira n'a pas sensiblement varié—c'est toujours 28, mais plutôt acheteurs.

Somme toute, la semaine qui vient de s'écouler n'a guère été plus active que les deux qui l'ont précédée, mais les cours ont été plus fermes.

BULLETIN DE LA BOURSE

(Aujourd'hui à midi et demie)

Comme un digne corollaire de la semaine, le marché a fait preuve aujourd'hui d'une inaction à peu près complète. La corbeille a été délaissée durant la plus grande partie de la matinée.

Aussi n'est-il guère possible d'assigner des variations aux cours des valeurs.

La National Bank est toujours demandée à 27 5/16.

Mais l'Agricole fléchit légèrement à 9 3/4.

On achète la Béhéra à 43 1/8, soit au même prix qu'hier.

L'Union Foncière dont il est question dans notre chronique fait £ 1 11/16 de prime sur le prix d'émission. On l'achète à 6 11/16.

Le Comptoir est stationnaire à 4 9/32.

Une réaction se produit sur la New Daira dont le cours fléchit à 27 15/16.

La Ramleh Railway est au contraire plus ferme à 7 1/4.

Il ne serait guère possible d'assigner un prix aux Sucreries, car on n'a pas traité d'affaires ce matin. Toutefois, la valeur nous vient de Paris en reprise à 35 francs.

Le reste du marché est absolument calme et sans variations.

LONDON COMMERCIAL REPORT

October, 6th.

GUM ACCROIDES.— 100 bags offered and bought in.

GUM ANIMI.— At auction to-day the moderate supply of 115 packages Zanzibar was offered, which met a good demand, and 74 packages sold. All strong and weak palish sorts were dearer, also pea size siftings, while other kinds brought steady prices. Fair to good pale and amber sorts all strong medium to bold at 15l to 16l, mixed strong and weak palish at 8l 2s 6d, pale mostly weak at 7l 10s. Weak sorts, bold bright pale clean at 6l to 6l 2s 6d, medium and small part specky at 5l 5s, small to bold at 8l 10s. Bean and Pea, good strong bold pale at 10l weak glassy small to bold at 71s to 79s, medium and small specky at 66s to 70s. Pickings, good strong red at 72s 6d, medium and small mixed fair strong at 44s to 50s, small fairly clean at 35s, dark drossy at 15s, rough small ditto at 7s 6d. Siftings at 22s to 25s. Copal Sorts, fair hold at 75s mixed at 66s.

Demerara: 11 packages offered and 7 sold, fair coated sorts at 56s to 60s, bold coated pickings at 45s.

Mombasa: 3 packages offered and sold, mixed sorts at 60s to 80s.

GUM COPAL.— Good supplies of Manila, Macassar, &c., were offered and met a good demand, about one half finding buyers at and since the sales. Good scraped hard sorts were rather cheaper, but half hard were fully steady. Nuts and chips were dearer. Pontianac brought full rates. 1,212 cases and 1,844 baskets offered and about 1,500 sold. Good pale and pinky hard scraped, at 60s to 62s, ditto pale part blocky to 50s to 56s, medium pale and pinky a little softish at 55s, small to bold ditto part blocky at 54s 6d, dull ambery scraped at 46s, small to bold yellow pipey sorts at 31s 6d to 35s 6d, blocky ditto at 26s, to 26s 6d. Nubbles, fair to good yellow at 26s to 29s, brownish hard at 24s to 24s 6d, blocky dark at 17s. Chips, good pale bold at 27s, fair to good small at 21s to 24s 6d, small dusty yellow at 18s 6d, dark at 16s 6d. Dark blocky sorts at 15s to 18s.

Pontianac: Pale ambery hard scraped at 67s 6d, pale blocky at 67s 6d.

Borneo: Rough coated pickings at 10s 6d to 13s.

Benguela: 6 cases offered and sold, mixed pale and dark sorts little blocky at 53s.

Brazil: 2 bags offered and sold, round coated sorts at 57s 6d.

GUM DAMAR firm and dearer for descriptions. 416 packages Singapore offered and 214 sold, pale small sifted at 57s to 58s, dull small sorts at 42s to 46s, dusty small specky at 44s to 44s 6d; picking at 20s to 35s; dust, pale at 26s to 2?s, and siftings at 26s. Padang, fair yellow sifted at 52s 6d, fair to good pale siftings at 30s to 40s, and block at 25s. 20 cases Batavian were bought in.

GUM KOWRIES.—At auction to-day the fair supplies met a slow demand and only about one-fourth sold, at and since the sales, at generally steady prices. Re-scraped kinds were scarce and brought very full prices, also Chips. Dark Browns were neglected, and to sell lower prices would have had to be taken. Bush was in small supply, but none sold. 2,001 cases and 105 bags offered and about 500 packages sold. Re-scraped, fine part dial at 14l 15s, pale amber well scraped at 9l 10s to 10l, amber ditto at 8l 5s. Fair scraped and three quarter-scraped at 7l 5s. Three quarter-scraped, good to fine at 6l 10s to 6l 15s, fair rather mixed at 5l 15s to 6l damp at 5l 5s. Half-scraped, fair to good at 86s to 91s. small at 77s 6d. Pickings, ordinary woody to good bold at 35s to 51s. Chips, fair pale clean at 79s, middling coated at 51s to 64s. Siftings, rather foul at 21s. Dust, common at 8s 6d.

Dark Brown, well scraped at 5l to 5l 15s; three-quarter-scraped, good small at 89s, fair at 75s 6d to 76s; half-scraped, mixed to good at 43s to 61s; pickings, good at 31s, wet drossy at 13s. Chips, good bright clean at 54s, small coated at 35s to 38s, drossy at 22s 6d.

Statement of the Landings, Deliveries and Stocks of Gum Kowrie in the first 9 months of the last three years:—

	1905.	1904.	1903.
Landed...Tons (net)	1,796	1,882	1,903
Delivered	1,593	1,799	1,865
Stock, Sept. 30 ...	1,085	1,178	748

GUM OLIBANUM quiet. 92 cases offered and 30 sold, garblings and siftings, without reserve, at 19s and ordinary garblings at 15s.

GUM SANDRAC.—24 packages Mogador offered and 10 sold, small yellowish at 43s 6d, pickings at 29s.

IVORY.—The following quantities have arrived to date for the quarterly sales October 24:—

	Tons.	cwt.	qrs.	lbs.
East Indian	12	0	0	18
Egyptian	13	13	3	8
West Coast Africa.. ...	10	12	1	11
Lisbon	–	2	0	27
Sea Horse Teeth	1	0	1	27
Rhinoceros Horns. ...	–	5	0	0
Waste	6	0	0	0
Total... ...	43	14	0	7

Deliveries since July auctions 54 tons.

Imported Jan. 1 to Sept. 30: 1905, 205; 1904, 168; 1903, 186; 1902, 220; 1901, 185; 1900, 212.

Deliveries Jan. 1 to Sept. 30: 1905, 199; 1904, 172; 1903, 206; 1902, 181; 1901, 210; 1900, 225.

Stock Sept. 30: 1905, 63; 1904, 64; 1903, 6?; 1902, 85; 1901, 52. 1900, 66.

Landed during September 16½, deliveries 17

OSTRICH FEATHERS:—The sales commenced 2nd inst. and concluded on the 5th inst. They comprised 3,250 cases Cape, 5 cases Australian and 266 cases Egyptian, of which about 3,180 cases Cape, 4 cases Australian and 226 cases Egyptian sold.

The weight of feathers offered was 6?,670lb Cape and 9,296lb Egyptian, against 64,781lb Cape and 5,781lb Egyptian in July last.

The quantity offered was smaller than at the previous auctions. There was good competition throughout, the principal demand being for medium and short feathers and third descriptions, both in wing and colored feathers, which advanced fully 10 per cent.

Whites: The best long feathers were steady and occasionally 5 per cent easier, but medium sizes as well as medium and short and defective were fully 10 per cent. higher. White and light femina sold as the white. Dark femina steady to 5 per cent easier. Byocks firm. Spadonas about steady. White boos, good long were generally 10 to 15 per cent. dearer; otherwise unchanged. Femina boos, good light were 10 to 15 per cent. up, other lengths steady. 3rd boos were considerably higher and black butts and dark femina steady. Long and medium and medium black were steady to 10 per cent. lower. Medium and short firm. Long and medium and medium drab were irregular and brought previous rates to 10 per cent lower, but medium and short advanced 15 to 20 per cent. Floss, large unchanged, medium and short 10 to 15 per cent. higher.

The quantity sold realised 134,000l.

PRICES CURRENT.

White primes and bloods, superior cut or light quills 20l to 29l, 1sts 12l to 24l, 2nds 7l to 15l, 3rds 6l to 12l, broken and tipless 9l to 17l, stalky and inferior 3l to 6l; white femina tipped 4l 10s to 14l; femina, light 1sts and 2nds good 8l 10s to 14l, ditto ordinary or defective 3l to 8l, dark ordinary to good 3l to 7l, 3rds or defective 40s to 9l, byocks (good white 11l to 12l) 8l 10s to 10l; black, long and medium 25s to 5l, ditto dull and soft 30s to 60s, medium good to fine 2l 10s to 80s, ditto ordinary 25s to 50s medium and short 7s to 30s, inferior or very short 3s to 10s; drab, long and medium 25s to 90s (superior 6), medium good to fine 27s 6d to 50s, ditto ordinary 7s 6d to 25s, medium and short 4s to 9s, ditto inferior or very short 6d to 3s 6d; floss, black and drab medium 17s 6d to 45s, black and drab medium, and short 7s 6d to 17s 6d; spadonas, white and light 45s to 6l, femina 20s to 50s, drab 1s to 20s; boos, white 25s to 5l, femina 17s 6d to 67s 6d, ditto black butts 5s to 20s, femina and drab 3s to 20s.

CYPRUS COTTON FIELDS.

The Colonial Office has published a report by Professor Wyndham Dunstan on the agricultural resources of Cyprus, with special reference to cotton cultivation, and with it correspondence on the subject which has passed between the Colonial Office, the High Commissioner of Cyprus (Sir C. A. King-Harman) Professor Dunstan, and the British Cotton-growing Association. Professor Dunstan's report is nearly eighteen months old, for he visited Cyprus in April, 1904, and his report was received at the Colonial Office in the following June. In recent years the production of cotton in Cyprus has not exceeded 1,000,000lb. per annum (of which about one half goes to Trieste and Marseilles), but formerly the production was very much larger; during the Venetian occupation the annual exports sometimes rose to 15,000,000lb., and Cypros cotton was especially esteemed in England. The industry is now in the hands of small proprietors and leaseholders, and as the rainfall is very variable the crop is liable to wide fluctuations. During the American Civil War, American "Orleans" seed was introduced and did well on irrigated lands, but it has since degenerated, and Egyptian seed is generally considered unsuitable, though this conclusion is probably not well founded. The varieties now grown are two, known as "wet" and "dry" cotton, from the nature of the soil in which they do best. The yield is good, sometimes as much as 550lb. of lint being obtained per acre, and the average in a poor season not falling below 260lb. to 300lb. The "dry" cotton is not manured, but farmyard manure is often applied to the "wet" cotton. Chemical fertilisers appear to be unknown. The "dry" cotton is harsh to the touch and short in staple, but of satisfactory colour. It commands a lower price than irrigated cotton. "Wet", or irrigated cotton is usually of longer staple and of finer quality. This cotton obtains in Marseilles and Trieste a rather better price than ordinary American "Upland," ranking next to the "Jumel" cotton of Egypt; but in Manchester and Liverpool it is usually valued rather lower than American 'Upland," but slightly above short-stapled East Indian cotton. "Dry" cotton is valued at about one half-penny a pound less than "wet" cotton. The cultivator considers 4d. to 5d. per lb. a remunerative price for ginned cotton.

Professor Dunstan considers that the three main obstacles to the revival of the cotton-growing industry in Cyprus are the absence of an effective system of irrigation, the want of an Agricultural Department, qualified and equipped to conduct systematic experiments with a view to the improvement of cotton culture, and to supply information and advice to the native cultivator and the absence of shipping facilities—especially a direct service to England with low freight rates. After a long correspondence between Professor Dunstan, Mr. Lyttelton, and Sir C. A. King-Harman, the report was communicated on April 3 to the British Cotton-growing Association, who concurred in the view that experimental work should be carried out with differents kinds of seeds, sown at different seasons and in various soils, in order to test the commercial possibilities of the industry. The Association offered to contribute £100 a year towards the expense of such work, if the Government would appoint a competent agricultural superintendent, with the necessary staff, and they further offered to contribute seed and to look after the disposal of any cotton sent home. Mr. Lyttelton, however, decided that the Cyprus Government could not afford the expense which would be involved in embarking on any large scheme for the improvement of the industry, and the offer of the Association was therefore declined. This result is very disappointing, for Professor Dunstan's report indicated that the prospects of successful cultivation with scientific methods and suitable seed were distinctly good.

TO CHINA BY RAIL.

It has been a cardinal principle of Russian policy, says "Engineering," that the construction of a Southern Asiatic railroad was by all possible means to be prevented, and as such a system would have been fostered by railway development in Central and Southern China these were also opposed. It was mainly through her lien on Persia that Russia proposed to render impossible direct and continuous railway connection between the Mediterranean and the Yellow Sea. Now that Russia cannot play, in Asiatic development, the part of the dog-in-the-manger, the Persian veto on the southern all-rail route across the Continent may be held as subject to revision. International jealousies apart, the first link between Europe and such a railroad would be the German line across Asia Minor, beginning on the Asiatic side of the Bosphorus, and ending at the harbour of El Koweit, on the Persian Gulf —a total distance of 1,750 miles. But the fact has been recognised that the Power in possession of this so-called Bagdad Railway would command the intercommunication of three continents; and as the ambitions of Germany cover so large a surface, it is in the last degree undesirable that the key of the Asiatic railway system should come into German hands. A Southern Asiatic railway system which should start within a sphere where British influence is secure is found in Arabia; and it is proposed to connect the Mediterranean with the Persian Gulf by a line beginning at Alexandria, crossing the Isthmus of Suez to the Gulf of Akbah, and continuing thence to Bassorah and Koweit. This line is 500 miles shorter than the German road, which starts from the Asiatic side of the Bosphorus, but it would entirely lack the advantage possessed by the German system of being a direct railway communication with Europe. Between El Koweit and the frontier of Beluchistan, where British influence is again supreme, comes 700 miles of Persian territory, which, it is assumed, cannot be much longer closed to railway enterprise. There remains but 520 miles to connect the the new system with the Indian railway at Kurrachee. From this latter point to the frontier of Burmah, the interval of 2,500 miles is already traversed by railways, and a line supplementary to that system is now in process of construction through British Burmah. The terminus of this latter is on the Chinese frontier at Kunlong Ferry, between which and Shanghai there remains a distance of 1,600 miles. The covering of this by the iron road is already in process. Combining the various sections of the system thus outlined, we, adds "Engineering", get a total of 6,810 miles, of which fully one-third has already been constructed, and of which some important links are in course of being supplied.

MEDICAL INSPECTION OF SCHOOLS

Sir John Gorst continues to insist upon the *corpus sanum* as a condition without which compulsory education becomes a cruel farce; and he is more convincing on the point when speaking, as a few nights ago, in the calmer atmosphere of Reading University College than when he is rubbing shoulders with Socialist extremists. We heartily agree that the universal medical inspection of schoolchildren in Germany is an example to be followed as soon as may be. But it is important to be quite clear as to what should be the sequel to the discovery by medical inspector or teacher that a child is too nearly starved to learn or to remain in good condition. The official inquiry will tell us before long, no doubt, exactly how far voluntary charity is meeting and can meet the case; but ought we to trust to voluntary charity alone? The Socialists' short cut is the demand for the feeding, and even the clothing, of the children at the public expense. But the ratepayer will not, and ought not to, take upon himself the parent's natural burden. The right principle is that accepted by Sir John Gorst when he hints at powers for the local authority to enforce parental duties of this kind on the parent. In coercion of the parent who won't, and temporary assistance to the parent who temporarily can't, must lie the final solution.

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SOCIETE ANONYME DES EAUX DU CAIRE

A. Paiement de coupons.
B. Fractionnement des actions.

A partir du 1er octobre prochain, la Société payera le solde du dividende de l'Exercice 1904, savoir:

action de capital, coupon	N. 32,	L.E	0.427m/m
„ jouissance, „	„ 22,	„	0.434 „
Part de fondateur, „	„ 32,	„	0.616 „

et procèdera en même temps à l'échange des nouvelles actions contre celles actuelles dont le fractionnement a été décidé par l'Assemblée générale extraordinaire du 9 Mars 1905.

Les intéressés auront donc à présenter leurs titres en même temps que les bordereaux numériques des coupons.

Les coupons mentionnés ci-dessus ne devront pas être détachés. Ils resteront attachés aux titres présentés.

Le montant des bordereaux sera payé de suite. Quant aux titres nouveaux, en raison du travail que cette opération d'échange exigera, ils seront délivrés ultérieurement; les actions à échanger seront déposées contre récépissés.

La remise des titres nouveaux aura lieu, aussitôt que possible, sur présentation de ces récépissés.

L'échange des actions sera fait sans conformité de numéro.

Le paiement des coupons, ainsi que l'échange des titres, sera effectué au siège de la Société au Caire et aux guichets du Crédit Lyonnais à Alexandrie.

Il est rappelé que le fractionnement des titres décidé par l'Assemblée générale précitée, se fera comme suit:

a) L'action actuelle de capital sera échangée contre quatre actions de "jouissance" et une action de "capital"—cette dernière d'une valeur nominale de 125 Fr. donnant droit à un intérêt fixe de 4% et remboursable par voie de tirages annuels.

b) L'action actuelle de "jouissance" sera échangée contre quatre actions de "jouissance."

c) Le fractionnement des 'Parts de fondateur" en dixièmes, a été également décidé, mais il est facultatif et le porteur qui en fera la demande aura à payer les frais de confection des nouveaux titres.

Le Directeur p.i.
L. GALVIN.

Le Caire, le 14 Septembre 1905. 26428-6*-6

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NOTICE.

The NILE COLD STORAGE Company, Limited, having found it necessary to increase the size of their shop premises, have now taken over the Shop and business know as the "ENGLISH BUTCHER" situated at Nos. 148, 149, and 250 in the New Market, Cairo.

These premises will provide increased accommodation for the Company's numerous Clients, and for the more effective display of the goods imported by the Company, which are now well-known and appreciated in Cairo. The fresh stocks which are being imported for the approaching season will include MEAT, GAME, POULTRY, BUTTER, FISH, etc.

The Clients of the "ENGLISH BUTCHER" will also be able to obtain at the same address the class of goods which they have hitherto purchased there, and for which they may have a preference. In addition, they may, should they desire, make a choice of the imported goods of the Company, which are all of the finest quality.

The former proprietor of the "English Butcher" remains in charge of the shop, and notice is desired to be given that all accounts owing to him should be paid at the shop, or to the Nile Cold Storage Company. 26551-3a-2

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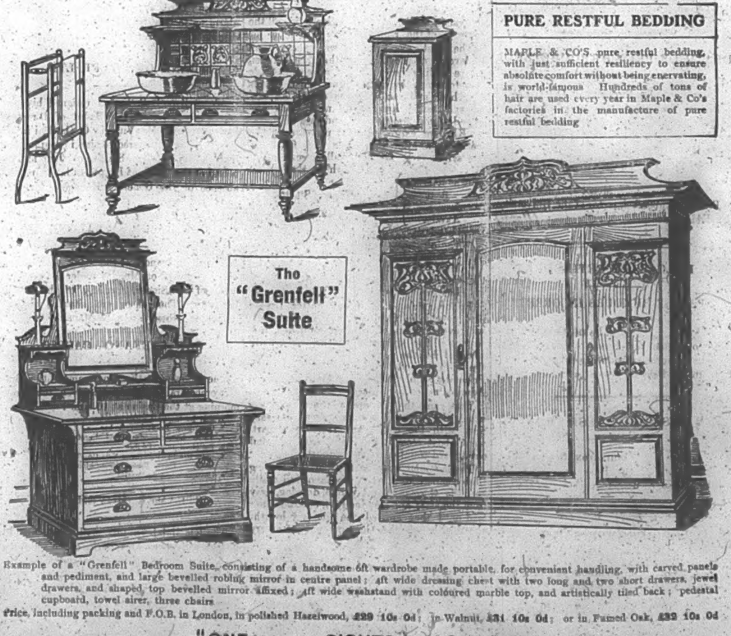

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MATTERS OF MOMENT.

PITH OF THE PRESS COMMENTS.

NORWAY AND THE MONARCHY.

"TIMES."

While, as we have pointed out, nothing has actually happened which need affect the continuance of Monarchy in Norway, a certain amount of Republican agitation is evidently beginning. That also is quite natural, for Norway is just entering on a totally new path, and if she wants to revise her Constitution now is the appropriate time. She has to take her momentous decision with reasonable quickness, and yet to take it upon full consideration. The natural road, the road she has already trodden, seems to lead to a continuance of Monarchic rule. But nothing could well be more disastrous for her than to take a step of this kind, and then find that after all she would have preferred the other solution. To elect a King and afterwards discover a republic to be indispensible would be extremely disturbing to her neighbours as well as herself, and scarcely fair treatment to the Monarch chosen; and it is for this reason that she does well to be sure of herself before she acts.

THE GOVERNMENT'S FOREIGN POLICY.

"TELEGRAPH."

It is contrary to manifest and indisputable fact to say that as an Administration his Majesty's advisers have lost the confidence of the country. The militant Nonconformist, the fanatical teatotaller, the Separatist, and the Socialist, no doubt, would like to see a pliable majority in Parliament which could be coerced or cajoled into passing measures to their respective tastes. But how many Englishmen are there, whatever their views on domestic questions, who would like to see a reversal of the foreign policy which has not only restored us to our proper place amongst the Powers, but has contributed so conspicuously to the maintenance of the peace of the world!

FRANCE AND GERMANY.

"TIMES."

Frenchmen debated long ago as an abstract proposition whether a German could possess *esprit*. But that was generations before Germany had shown her capabilities. It was before she had produced Heine—and Prince Buelow. No Parisian who reads the delightful *causeries*—it would be desecration to call them "interviews"—in which the Chancellor has been unbosoming himself to the representatives of the "Temps" and of the "Petit Parisien," can hesitate to allow that he is abundantly endowed with this winning Gallic quality. Nothing could be gayer, lighter, or more adroit than the fashion in which this responsible statesman chats about the European situation and the relations, past, present, and future, of France and Germany.

The Chancellor scoffed at the notion that a conflict between this country and Germany is inevitable. That is, of course, one of the sober truths which set off the piquant fictions of the *causeries* . . . .

. . . . Then, the example of reconciliation between England and France is held up as an example of what may take place between England and Germany. We trust it may, and we do not doubt that it will, whenever German foreign policy succeeds in filling us with the same confidence as that begun by M. Delcassé, and loyally continued by his successor. The Prince uses some language on the Morocco question which he must have known will sound a little harshly in sensitive French ears, carefully though he has modulated it, but he has suggested a test of Germany's sincerity which Frenchmen may not be disinclined to accept as good, so far as it goes. He asks that her good faith shall be tried by her acts at the Morocco conference. No doubt it will be so tried, whether he desires that result or not. It may be doubted, however, whether, even if that ordeal be passed, the cordial relations which he covets will be reached.

"GLOBE."

The answer to the overtures which Prince von Buelow made to France has been simple and direct, and it has not been long in coming. The chief Parisian newspapers comment on the Chancellor's utterances in a tone of suspicion. There is a disposition to see some new move in the diplomatic game. The conciliatory tone is too utterly at variance with the recent trend of the Imperial policy, and the haughty articles in the German Press, to be accepted at its face value by the Republic. There must be some reason for the change, says the Frenchman: and he proceeds to unravel the skein of events during the last two months, in order to understand why he should now be coaxed instead of bullied. The "Echo de Paris" is astonished that the Chancellor should pretend, to have acted in good faith, and declares that France cannot be so ready to forget the past and applaud the new attitude of Berlin. It finds the sole reason for the change in the conclusion of peace between Russia and Japan, and the Anglo-Japanese Treaty, which "is exactly what Germany does not want." . . . . .

There is no disguising the fact that the interview has fallen very flat: its only result at present seems to be to increase the prevailing suspicion. It will take at least a decade before the ill-effect of the Morocco intrigue has been annulled.

"WESTMINSTER GAZETTE."

As was only to be expected, the French Press is not very much impressed by the friendliness of Prince Buelow. Kicking down stairs as a proof of dissembled love is an engaging theory, but it has a knack of not being popular with the person whose progress down the stairs has been expedited... France is, in fact, not a little sore, and hardly ready for fine words. The situation is, it seems to us, quite easy to understand. Prince Buelow says: "You wanted to isolate Germany, and of course we have to prevent that, but we did nothing for which *your* policy was not responsible." France replies: "Oh, dear, no! You want to reduce us to a position of vassaldom — none of your advances!" The really amazing thing is that Prince Buelow should have thought fit to elucidate the situation in the two interviews.

"STANDARD."

We are far from denying that something more than a nicety of etiquette was involved in the question whether the German Government should be formally apprised of the engagements into which France and Great Britain had entered with respect to Morocco, but we were hardly prepared for the emphatic assurance now published by Prince von Buelow, that the origin of the recent trouble was solely the resentment felt by his master and colleagues at what they took to be a deliberate design to put Germany aside in international arrangements. One might ascribe to morbid sensibility the protest that Germany could not possibly submit to a demonstration that it was isolated in Europe, and that to this extent its moral and material *prestige* was impaired.

"MANCHESTER GUARDIAN."

Very wisely we have decided not to rest our friendship with France on the treacherous foundations of her old quarrel with Germany. She has conducted her negotiations with Germany alone. Prince Buelow's account of German policy in the matter is singularly candid. Germany had no particular concern in the future of Morocco except in so far as it affected her trade.

. . . . There may have been some people in England who had the wicked idea of using France in an English quarrel with Germany; but the fall of M. Delcassé showed that France did not expect us to pull her chestnuts out of the fire. Long and deep as our attachment to the cause of friendship with France has been, we have cause for gratitude to Germany for preventing the perversion of a fine political ideal. There is no future for Anglo-French friendship except in furtherance of the common objects of democratic progress and international concord. A more glorious ideal could not be conceived; we are deeply thankful that it is now less easy than before to vulgarise it.

"MATIN."

Under the heading of "The Truth About the Morocco Affair," the "Matin" to-day begins the publication of a series of articles in which it proposes to reveal a number of facts not previously known.

To-day it relates how the affair began, recounting the hesitations of the Emperor William, who even when he was before Tangier did not know whether he should land.

The journal then recalls how panic overtook the French Cabinet. M. Rouvier did not conceal his disapproval of the policy pursued by M. Delcassé. M. Delcassé resisted. "It is a question," he said, "whether we shall break off the friendships we have formed in order to become the allies of Germany. An alliance with Germany would be the ratification by France of her own dismemberment and the loss of her provinces."

"ECHO DE PARIS."

The "Echo de Paris" affirms that the trend of French foreign policy at present is as follows:—France has in Russia an ally, in England a friend. She intends to remain true to her alliance, and true to her friendship, and her energies must, therefore, be devoted to conciliating the interests of her friend with those of her ally. Her wholehearted co-operation is given to the project of a Russo-English rapprochement, and she refuses to be a party to any political combination which could interfere with the development of that project.

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NEW NILE BRIDGES AT CAIRO.

"African Engineering" gives the following interesting account of the new Nile bridges which are to be constructed:—

The astounding progress of Egypt is in no way better illustrated than by the extensions and improvement that are continually taking place in the big towns, and the very heavy expenses that are warranted in carrying them out. One of the most important of these is the revolutionising of the main outlets of Cairo by bridging the Nile, and the annexing in the process of the island of Rodah to Cairo proper. This is effected by means of two short bridges, and Rodah is to be connected with the western bank of the Nile by one long bridge. This last will have the effect of shortening and improving the route to the Ghizeh Pyramids (eight miles from Cairo) and of bringing the rising residential quarter on the west bank into closer touch with Cairo itself.

Hitherto the only communication between Cairo proper and the west bank of the Nile at Cairo, with the exception of the French railway bridge further north which has on two occasion broken down, has been by the two old French bridges; one, the Pont Kasr-el-Nil, spans the river from Cairo to the island of Boulac, and the other, close to the Pont des Anglais, connects Boulac with the west bank. Upstream from Cairo no other bridge is met with for several miles, and then it is only a railway viaduct. The existing bridges have proved themselves totally inadequate for the increasing traffic; hence the present drastic and extensive improvements. To go into more detail with regard to these, they consist of the new roads on the island of Rodah; a long bridge, two short bridges, and new roads on both banks connecting the several bridges with the existing tramways.

Over all these bridges and along the roads will be a double line of electric trams connected with the main Cairo system.

At the present state of the work, about three-fourths of the piers have been built. Much of the bridge work has been completed, and some of it is in course of erection. This was manufactured under a joint contract by Sir William Arrol and Co., Limited, of Glasgow, and Messrs. Head, Wrightson and Co., Limited, of Stockton-on-Tees. Some 7,000 tons of iron and steel work are required.

The general scheme now being carried out was decided upon in 1903, and will not be completed in all its details until June 1, 1907. The new bridges are situated about two miles upstream from the nearest existing French bridge.

The length of the main bridge will be 1,755 ft., and will have a swing span of 216 ft. The length of the small bridges will be 272 and 220 feet respectively.

The nature of the bed of the Nile has necessitated very deep pier foundations, these being some 86 ft. below an ordinary high Nile. Each pier consists of a steel cylinder with a smaller one placed within. The annular space thus formed is filled with concrete. From a few feet below the level of the river bed to the top of the pier the steel caisson is replaced by a cast-iron shell, which is also filled in with concrete. There is sufficient concrete in the piers to carry the bridge without the assistance of the metal work. The ground was dug out beneath the cylinders, under compressed air, and they then sank by their own weight. When a pair of cylinders had been sunk to the required depth they were connected at the top by a heavy cross girder, which will carry the main girders. The span between the piers is 140 ft. The main girders are arranged to bridge one span and a half of the two adjacent spans, so that they are 280 ft. long. Their depth from the road surface to the top of the piers is about 11 ft. There are five main girders across the width of the bridge, placed unsymmetrically. This is accounted for by the fact that the tramlines are to be arranged at one side of the roadway so as to have a clear carriage way on the other side. The roadway will be 49 ft. 3 ins. wide, and there are to be two footpaths each 8 ft. 2 ins. wide, carried on overhanging brackets.

When it was decided to undertake this work the Ministry of the Public Works invited tenders from leading bridge builders throughout the world. Several British, French, German, Belgian, and Swiss firms tendered, and an American firm submitted an offer through an English house. In all there were thirty-three designs offered by thirteen firms. It is interesting to note that it has been calculated that over £6,000 was spent by the various firms in tendering alone.

The Commission who inquired into the relative merits of the designs eventually reduced the number for final selection to four, rejecting the others on the various grounds of price and inartistic or inadequate design. In the final struggle were left one British and three Continental competitors. They were (1) Sir Wm. Arrol and Co., Limited, and Messrs. Head, Wrightson and Co., Limited, conjointly; (2) the Compagnie de Fives-Lille; (3) the Société Anonyme des Constructions Mécaniques, Cail; and (4) Messrs. Daydé et Pille.

The Commission, after a most minute investigation of the relative merits of these four tenders, decided to adopt the Arrol design, and the contract was placed with that firm at the price of somewhat under £100,000. The four schemes retained for final examination were on very similar lines. Especially was this the case with regard to that of Messrs. Arrol and one of the French firms. They were all based on the cantilever principle, and to the untechnical mind appeared to be identical. There were, however, in the Arrol design several advantages in detail, notably in the artistic disposal of essential material and the obviating of purely ornamental work which was unnecessary to the structure. The Arrol scheme was not the cheapest, but its intrinsic merits outweighed the question of first cost.

It is very satisfactory to find that, in spite of the fact that all previous work of this nature had been carried out by foreign firms, this order has been placed in Great Britain. This is all the more significant when we bear in mind that the competition was of the keenest, and that the Board who decided the matter was essentially international, comprising a German, a Frenchman, a Russian, an Englishman, and an Austrian.

When the bridge is completed severe tests are to be made to determine its stability with 20-ton traction engines, loaded wagons, and a dead load of sand bags.

Mr. A.H. Perry, Under-Secretary of State is the Government engineer under whom the entire scheme is being carried out, Mr. Knowles being resident engineer. The direction and control of the building of the bridges is in the hands of Mr. Andrew S. Biggart, managing director of the joint contractors, the resident agent in Egypt being Mr. W. N. Bakewell.

A NEW CHINESE NAVY.

One of the most important of the results of the war between Japan and Russia will be its influence on China. It is impossible to believe that the Chinese will be content to go on in their old ways after the object-lesson which they have had from Japan. We have always had considerable respect for the Chinese, notwithstanding the very poor opinion which is held regarding them in the countries of the West. They are strong, not only physically but also intellectually, and their seemingly backward ways arise from their philosophy of life, and not from any want of ability. Their courage is undoubted if they are properly led: and Lord Wolseley has testified that if he had charge of their military arrangements for two years, he would produce an army which could face any equal force in any part of the world. Their commercial ability is undoubted, as is shown by the fact that a large part of the trade in the open ports in the Far East in falling into their hands. Their industrial possibilities have not been tested to any great extent, but sufficient is known to prove that if they were engaging in industrial and commercial occupations, they could revolutionise conditions, not only in the Far East, but also in other countries, with which they would be able to compete. In naval matters they have never had a fair chance, but under Admiral Lang they certainly make remarkable advances, and with proper conditions the Chinese sailors would have been able to have given a very good account of themselves. According to the "Japan Daily Mail" the Chinese Government has determined to re-establish a naval school, and it is said that Japanese teachers will be employed at the school. In additions, a number of students are to be sent to Japan for instruction, where they will have the advantage of instruction from experienced Japanese naval officers, and also see a naval force which in many respects has given lessons to the navies of the world. In the days of Li Chung-tang a large and prosperous naval college existed at Tientsin, mainly under German professors, and it undoubtedly turned out many competent men, who were drafted for service in the ships of the then highly-thought-of Peiyang squadron. But after the death of the gallant Admiral Ting and the surrender of the remnants of his fleet at Wei-hai-Wei, China ceased to have anything that could be justly called a navy, and the once-famous Shin-shih Hsüeh-tang dwindled to a very insignificant affair, its foreign staff being limited to a professor of mathematics and navigation, a professor of engineering, and an instructor of gymnastics. There must be still in China many naval men who received a good training at the old college, for only ten years have passed since the battles of the Yalu and Wei-hai-wei extinguished the Peiyang squadron. Perhaps some of these will be employed in the newly-expanded institution, but the evident intention is to have a staff mainly of Japanese. Many people had expected that the energetic and enlightened Viceroy, Yuan, would take up this question of furnishing his country with a navy. It must be a question of years, but if China can only supply the funds, the Japanese will soon be able to train an efficient *personnel*, and we made add that British shipbuilding yards will be able to supply the ships at a smaller cost and in a shorter time than those of any other country. No doubt, therefore, the progress of events in China will be watched with care, and our shipbuilders will be prepared to give their services as soon as they are required.— "Engineering."

CALENDAR OF THE WEEK.

(Coptic and Mohamedan.)

October.		
Sun.	15	Rice harvest. Maximum of the Nile's rising.
Mon.	16	Drink fresh syrups, etc.
Tues.	17	End of great heat. Coupling of cattle, sheep, and goats.
Wed.	18	Sowing of millet, flax and bastard saffron.
Thurs.	19	General sowing of barley and bersim. Drink Sirikk before eating.
Fri.	20	The Nile begins to subside. It is good to go to the bath.
Sat.	21	Abundance of mosquitoes. Ebony is cut.

CARLTON HOTEL,
BULKELEY (near Alexandria).

RAMLEH'S FASHIONABLE HOTEL
PATRONISED BY THE ELITE.
Full Pension from P.T. 35 a day. Visitors from Cairo alight at Bulkeley station.
G. AGUILINA, Proprietor.

QUEEN OF ACTRESSES PRAISES PE-RU-NA.

MISS JULIA MARLOWE
Heartily Approves of Peruna For the Nerves.

IN a recent letter to The Peruna Medicine Co., Miss Julia Marlowe, of New York City, writes the following:

"I am glad to write my endorsement of the great remedy, Peruna, as a nerve tonic. I do so most heartily."—Julia Marlowe.

Nervousness is very common among women. This condition is due to anemic nerve centers. The nerve centers are the reservoirs of nervous vitality. These centers become bloodless for want of proper nutrition.

This is especially true in the spring season. Every spring a host of invalids are produced as the direct result of weak nerves.

This can be easily obviated by using Peruna. Peruna strikes at the root of the difficulty by correcting the digestion.

Digestion furnishes nutrition for the nerve centers. Properly digested food furnishes these reservoirs of life with vitality which leads to strong, steady nerves, and thus nourishes life.

Peruna is in great favor among women, especially those who have vocations that are trying to the nerves.

Peruna furnishes the lasting vigor for the nerves that such people need.

Thousands of testimonials from women in all parts of the United States are being received every year. Such unsolicited evidence surely proves that Peruna is without an equal as a nerve tonic and a vital invigorator.

Buy a bottle of Peruna to-day. If you do not receive all the benefits from Peruna that you expected, write to Dr. S. B. Hartman, Columbus, Ohio.

For special directions everyone should read "The Ills of Life," a copy of which surrounds each bottle. Peruna is for sale by all chemists and druggists at five shillings per bottle or six bottles for twenty-five shillings.

Those wishing direct correspondence with Dr. Hartman and can wait the necessary delay in receiving a reply should address Dr. S. B. Hartman, Columbus, Ohio, U.S.A.

The following wholesale druggist will supply the retail drug trade in Alexandria Egypt.

MAX FISCHER,
Cairo and Alexandria.

H. D. RAWLINGS, LIMITED,
SODA WATER, LEMONADE, & GINGER ALE.
AS SUPPLIED TO KING AND ROYAL FAMILY.
Agent: — JOHN B. CAFFARI.

Lea and Perrins' Sauce.

By Royal Warrant to His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

WHEN IS DUTY A PLEASURE?
When one needs an Aperient and takes

LAXATINE.

All Chemists and Storekeepers. Manufactured by the Laxatine Co. Ltd., Budapest, Hungary.

1/- A LAXATIVE AS A LOZENGE. 1/-

Purgatif idéal rafraîchissant et grand dépuratif du sang recommandé par les hautes sommités médicales dans toute l'Europe.

Meilleur remède contre la *constipation*, les maladies du *foie*, les malaises des *reins*, les *hémorroïdes*.

Dépositaires:
Alexandrie, DROGUERIE FISCHER, Rue Chérif Pacha.
Caire, G. GIULIOTTI & Co.
Tantah, MOH. ABDELLATIF
26115-90

(CYPRUS.)
THE OLYMPUS HOTEL
ON MOUNT TROODOS,
6,000 feet above sea level.
PERFECT CLIMATE. MAGNIFICENT SCENERY,
SEASON MAY TO OCTOBER.
For inclusive terms and information apply to
Mr. NAJEM HOURY,
The General Manager, Hotel Company, Limassol, Cyprus.

BERLITZ SCHOOLS OF LANGUAGES
235 BRANCHES.
French, German, Italian, Greek, Arabic, etc. Private Lessons, Residence Lessons, taught by Native Masters.
ALEXANDRIA: 20 Rue de l'Eglise Copte.
CAIRO: 1 Sharia Kamel.
TRIAL LESSON FREE.

Anglo-American Nile Steamers & HOTEL COMPANY.
Three Sailings a-Week.
Agents at Alexandria:—

"INVESTMENTS."

"INVESTMENTS" introduces, in an entirely original manner, new and important methods for the employment of and the means of obtaining capital. Among the

SPECIALLY CONTRIBUTED ARTICLES

are "Stock Markets and How to Profit by Them"; "Theory of Successful Speculation"; "How to start an Account"; "The Advantages of 'Call Options'"; "Contangoing Mining and Industrial Securities"; "How to Invest in Mines"; "American Rails, with Points for Operators in Yankees"; "The Purchase of Investment Securities by Instalments"; "General Principles for Investors"; "Rules for Investors in Mines"; "General Principles for Speculators"; "Stock Exchange Terms," being a glossary for Market Operators; "Stock Exchange Parlance"; "Insurance, as a Means of Making, Raising, and Saving Money," and "Colonial Building Land: Its Great Possibilities."

"Investments" (148 pages) sent Post Free on mentioning "Egyptian Gazette."

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LIMITED,

GENERAL BANKERS.

BASILDON HOUSE, BANK, LONDON, E.C.

REVUE COMMERCIALE

Cotons: Après une ouverture faible et en rapport avec le nouveau recul de 25 à 30 points qui nous a été apporté par la clôture d'Amérique, et prenant pour prétexte le Résumé de Septembre de l'Alexandria General Produce Association qu'elle a interprété à sa guise, la spéculation est parvenue, dans la matinée de Samedi, à enrayer la baisse et à relever les cours à leur niveau de la veille. La cessation d'affaires que nous avons eue Lundi à l'occasion du Grand Jeûne Israëlite n'a pas empêché ce faux mouvement; il ne l'a que suspendu; les intéressés à la hausse ont continué de plus belle le lendemain en portant encore une fois le Novembre à 13 3/4 environ, bien que dans la matinée le cours fût tombé à 13 19/32. Et dire que pour obtenir ce résultat il leur a suffi d'une amélioration insignifiante et passagère sur l'Américain signalée par Liverpool dans l'après-midi!

Mercredi la hausse s'est accentuée au point de nous faire atteindre le prix de 13 31/32, mais cette fois du moins la manœuvre était justifiée par la reprise de New-York. Cette dernière journée a été sans contredit, la meilleure de la semaine, car, le lendemain, les nouvelles d'Amérique ayant paru indiquer de l'hésitation, et le killing frost que l'on disait s'être produit n'ayant pas été confirmé, notre marché réactionna de 1/8 de talari, pour reprendre aujourd'hui, sans arriver cependant au maximum précédemment atteint, et cela sur une dépêche de Liverpool disant que la demande de la part de la filature était meilleure.

En résumé, nous finissons ce soir sur la cote de 13 29/32, contre 13 25/32 vendredi dernier, tandis que l'Américain à Liverpool a, pour sa part, perdu dans cet intervalle de 5 à 6 points; ce que tout le monde admettra sans difficulté, c'est que la semaine que nous venons de passer en revue a été très intéressante, tant par ses fréquentes variations, que par son activité, et que, depuis longtemps notre marché n'avait pas trouvé moyen de se soustraire à l'influence de l'Américain, comme il l'a fait pendant cette huitaine, quoique d'une façon provisoire, pour deux ou trois jours seulement.

Un autre fait, qui a aidé cette semaine le parti de la hausse et qui mérite d'être signalé, c'est la part prise aux affaires en contrats par le commerce d'exportation. Cette part, au fond, n'est pas bien grande, et encore doit-elle, par dessus le marché, être considérée comme partagée entre couverture d'affaires spéculatives et d'opérations réelles pour la consommation facilitées par la baisse survenue, mais elle n'en est pas moins la preuve indiscutable que sans ce précieux concours de l'exportation, la spéculation ne peut pas faire grand' chose par elle-même, étant donné surtout que la situation financière de beaucoup de spéculateurs de l'intérieur et le manque des facilités habituellement accordées par nos agences de courtage à cette catégorie de la clientèle ont sensiblement réduit la puissance et le nombre des faiseurs.—C'est un point qui, conjointement à l'influence de l'Américain, ne devrait pas être perdu de vue par le monde de la corbeille.—Le marché du disponible a naturellemet suivi les fluctuations des contrats jusqu'à un certain point, mais en définitive il a fini par se régler de lui-même: les provenances Haute-Egypte sont restées sans changements dans les prix, tandis que le Mit Afifi, à la suite de l'augmentation du choix offert aux acheteurs a perdu ½ tallari, mais malgré ces conditions différentes, l'un et l'autre de ces genres de cotons ont été recherchés et ont donné lieu à des affaires assez importantes. Les spécialités par contre, soit les Abassi et les Ioannovich, sont négligées, surtout ces derniers, et le fait que les Domaines ont dû à leur dernière enchère retirer plusieurs lots de Ioannovich, pour insuffisance de prix, est assez caractéristique. D'ailleurs, jusqu'ici, l'entrain manque de la part des acheteurs pour les cotons vraiment fins.

Les exportations de la semaine ont fini par dépasser de 1600 balles celles de l'année dernière, pour la même période, et, à en juger par les achats en disponible de nos exportateurs et par la continuation de la demande de la filature pour les embarquements immédiats, les probabilités semblent être en faveur de cette année pour la semaine à venir aussi.

Les avis de l'intérieur au sujet de la récolte sont toujours contradictoires, mais en général on reconnait que la température actuelle est favorable à la plante et sauvera une grande partie du Nili.

Le rendement de la première cueillette a été exceptionnellement abondant et nous avons entendu dire par plus d'une personne bien informée que la compensation offerte de ce chef est au moins quatre fois plus importante que le déficit dans le rendement à l'égrenage. Au bout du compte, le diable ne serait pas si noir!

Liverpool n'a pas été chaud pour nos cotons et toute la semaine s'est passée avec des ventes de 100 et 200 balles. Quant aux prix, le disponible n'a pas varié, mais les futurs reculent de 4/64, la cote du Novembre étant actuellement de 7 14/64. Cela ne signifie rien, car en général le prix des futurs égyptiens est réglé sur la cote de nos contrats.

L'Amérique ne fait que jouer, sans parvenir à faire un mouvement de hausse! Les baissiers, pour le moment, continuent à fixer leurs estimations à 11.500.000 balles minimum.

A Manchester, comme ailleurs du reste, on ne parle pas encore de réveil dans la demande; il n'en est pas moins vrai, cependant, que les dispositions aux achats sont un petit peu meilleures.

Graines de coton: Malgré les gros arrivages, le ton du marché a été meilleur pour le disponible et le dernier prix pratiqué a été de P.T. 54. La demande est bonne et suivie.

En contrats il ne s'est pas fait grand'chose, mais la tenue du marché a été excellente et avec la tendance actuelle de l'Angleterre, qui est ferme, nos cours ont eu une amélioration de P.T. 1. Les vendeurs sont toujours rares.

Sans être énormes, les embarquements sont assez forts et pour la semaine prochaine ils promettent d'être aussi importants que ceux de ces deux dernières semaines.

Hull cote £ 5.12/6 les 3 mois.

Fèves: Marché absolument nul et toutes ces variations dans la cote au tableau, allant de 123 à 132, sont simplement une plaisanterie.

Alexandrie, le 13 Octobre 1905.

Le Chev. Salvini à Alexandrie

Lundi prochain, 16 courant, la troupe du célèbre acteur, Cav. Uff. Gustavo Salvini, débuta au théâtre Zizinia par la représentation d'*Othello*, chef-d'œuvre de W. Shakespeare.

Le Chev. Salvini jouera le rôle du Maure de Venise.

Representations Albert Lambert

Monsieur Henri Hertz auquel nous sommes redevables de tant de belles soirées tant par le choix des spectacles que par le mérite des artistes qu'il nous a fait applaudir, nous amène de nouveau une troupe d'artistes parisiens dont l'éloge n'est plus à faire, leur talent les ayant placés au premier rang de l'art théâtral.

A la tête de ces artistes citons:

M. Albert Lambert fils, de la Comédie Française.

M. Albert Lambert père, de l'Odéon.

Mlle Delvair, de la Comédie Française.

Le nombre des représentations est fixé à huit; elles commenceront en novembre.

En présence de cette manifestation artistique, nous engageons bien vivement le public friant de beaux spectacles, à s'inscrire sur la feuille d'abonnement déjà ouverte.

Dans un prochain article nous parlerons du répertoire qui sera joué dans ces représentations.

MOUVEMENT MARITIME
DU PORT D'ALEXANDRIE

ARRIVÉES

13 octobre

Newcastle; 16 j., vap. ang. Waverley, capitaine Ramsy, ton. 1445, à ordre.

Alexandrette; 2 j. 1/4, vap. ang. Bear, cap. Gauci, ton. 363, à Minotto.

DÉPARTS

13 octobre

Marseille; vap. franç. Niger, cap. Camugli.

Kerson; vapeur anglais Belford, cap. Mitsoff, sur lest.

Azoff; vap. ang. Arvonian, cap. Evans, sur lest.

Port-Saïd; remorqueur franç. Flamant, cap. Marelli.

PASSENGER LIST.

DEPARTURES.

Le paquebot Niger, des Messageries Maritimes parti le 13 Octobre pour Marseille avait à bord:

M. Hickman, M. le Lieutenant Tupiu, M. M. Herqué, M. Pugibet, M. Lusena, M. W. J. Hotham, M. Ga[illegible]te, M. Tillier, M. I. et F. Wills, M. Abdel Haum Alfi, M. Gabriel Lobbad, M. Mob. Awad, M. Laurent, M. Bichai, M. I. Mamondis, R. P. Ganel, M. Isch, M. Armitagi, Miss E. Couilin, M. A. Nacoache et 17 passagers de 3me et 4me classes.

EASTERN TELEGRAPH C°. L^TD.

AVERAGE TIME occupied in transmission of Egyptian telegrams from England to Alexandria on Friday, 13th Oct., 1905.

OUTWARDS.

Between the hours of 10 a.m. and 6 p.m. (Cairo time)

FROM	Messages handed in at: The Company's Offices.	Postal Telegraph Offices.
	H. M.	H. M.
London	7	37
Liverpool	8	—
Manchester	15	—
Glasgow	9	—
Other Provincial Offices	—	38

STOCKS AND SHARES

Closing Prices, to-day at 1 p.m.

Shares			
		BANKS.	
Lst.	13 ½	Imperial Ottoman Bank	—
„	27 1/16	Nat. Bank of Egypt ...	—
„	—	do do New	27
Fcs.	426 —	National Bank of Greece	—
Fcs.	815 —	Crédit Foncier Egyptien	9600
		[Lottery Bonds	317
Lst.	9 ¾	Agricultural Bank	9¾
Fcs.	135	Banque d'Athènes	—
Lst.	1 1/16	Egypt. Investment Co.	—
„	9 ¼	Land Bank of Egypt	85
		LAND, &c.	
Fcs.	970 —	Agric.-Indust. Egypt...	520
		Fond.	950
L.E.	43 ½	Behera Company	5 1/16
Lst.	2 17/32	Egypt. Delta Land Co.	—
„	6 ¾	Wardan Estate Coy.	5
„	4 ½	Land & Mortgage	—
„	27 11/16	New Daira Sanieh Fond.	178
„	— —	Corporation of Western Egypt	1 1/16
	33/6 —	New Egyptian Co.	—
		Egypt. Estates Ltd.	1 7/32
		COMMERCIAL INDUSTRIAL	
Lst.	30 —	Alexand. Bonded Stores Pref.	4½
„	— 29/32	Anglo-Egypt. Spinning Co.	—
„	25 —	Bourse Khédiviale	—
„	75 —	pref. Cairo Sewage Transport Ord.	60
Fcs.	202 —	ex Cr. Brewery Alex. Fond.	102
„	— —	do do 6 % Debs.	500
„	125 —	do Cairo Fond.	62
Sh.	5/6 —	Egypt. Cotton Mills	—
„	26/ —	do Markets	100
„	33/9 —	do Salt and Soda Fond.	—
Fcs.	70 —	Ciments d'Egypte	18
Lst.	—	Egypt. Trust & Invest.	1 1/16
„	7 ¾	Kafr-el-Zayat Cot. Coy.	102½
„	10 11/16	Nungovich Hotels	101½
„	38	Soc. Pressage et Dépôts	102
„	29 ½	Société Presses Libres	101
		NAVIGATION & WATER WORKS.	
Lst.	5 11/16	Anglo-American Nile &c. Co.	98
„	4 ½ ex	Khedivial Mail S.S. &c. Co. Fonds.	22/9
„	15 1/16	Alex. Water Company	—
Fcs.	1155	Cairo Water Coy. Fonds.	1150
		RAILWAYS & TRAMWAYS.	
Lst.	12 11/16	Delta Light	97
„	— —	Delta Light Def.	12½
„	11 —	Fayoum	—
„	27 —	Keneh-Assouan	—
Fcs.	162 —	Alexandria Trams	490
	— —	do „ Fonds	330
Lst.	7 ½	Ramleh Railway	—

Furnished by Reid & Bernard 10, St. Marks Buildings, Alexandria, and Sharia Kasr-el-Nil, Cairo, who undertake the sale and purchase of Stocks and Shares, on the local Bourse and also on the London Stock Exchange.

CLOTURE
DE LA
BOURSE KHEDIVIALE

CONTRATS

Cours de l'Association des Courtiers en Marchandises

6h. p.m.

Coton F.G.F.Br.

Novembre ...	Tal. 13 29/32	à — 15/16	
Janvier ...	„ 13 7/8	„ — 29/32	
Mars ...	„ 14 —	„ — 1/32	
Graines de coton			
N.-D.-J. ...	P.T. 56 20/40	à — 25/40	
Février-Mars ...	„ 57 35/40	„ 58 —	
Fèves-Saïdi			
Sept.-Oct. ...	P.T. 130 —	à 132 —	
Nov.-Déc.-Jan. ...	„ 125 —	„ 129 —	

REMARQUES

Coton.—Récolte actuelle: La séance de l'après-midi a été très ferme et très active et les prix ont fait de nouveaux progrès. On dit de Liverpool que la demande de la filature est meilleure.

Dans la matinée prix plus haut pour nov. tal. 13 3/4 à —/—; plus bas pour nov. 13 21/32 à —/—. Dans l'après-midi prix plus haut pour nov. 13 29/32 à —/—; plus bas pour nov. 13 27/32 à —/—.

N.B.—Reports sans changements.

Au moment de la clôture les nouvelles étaient les suivantes:

Liverpool, coton égyptien disponible: 7 13/16. Fut. nov.: 7 14/64

Liverpool: coton américain: Futurs jan.-fév.: 5.35. Futurs mai-juin: 5.44

New-York: cot. amér.: Futurs jan.: 9.95

„ „ „ „ mai: 10.16

Graines de coton.—Récolte actuelle:—Peu d'affaires encore aujourd'hui, mais très grande fermeté et hausse soudaine dans l'après-midi.

Dans la matinée prix plus haut pour 3 mois P.T. 55 35/40 à —/—; plus bas pour 3 mois P.T. 55 30/40 à —/—. Dans l'après-midi, prix plus haut pour 3 mois P.T. 56 20/40 à —/—; plus bas pour 3 mois P.T. 56 —/— à —/—.

N.B.—Reports inchangés

Fèves-Saïdi.—Récolte actuelle: Marché nul.

Alexandrie, le 13 octobre 1905.

COTONS

copie de la dépêche
DE L'ALEXANDRIA GENERAL PRODUCE ASSOCIATION
à la
LIVERPOOL COTTON ASSOCIATION

(Cours pratiqués hier soir à 5h. p.m. à la Bourse Khédiviale.)

Tal. 13 7/8	Livraison	Novembre
„ 13 27/32	„	Janvier
„ 14 —	„	Mars

Marché quiet

(Cours clôture d'hier soir à 6h. p.m. affichés par l'Association des Courtiers en Marchandises à la Bourse Khédiviale).

Tal. 13 29/32	Livraison	Novembre
„ 13 7/8	„	Janvier
„ 14 —	„	Mars

Marché steady

(Cours pratiqués ce jour à la Bourse Khédiviale à 9h. 45 a.m.)

Tal. 13 27/32	Livraison	Novembre
„ 13 25/32	„	Janvier
„ 13 31/32	„	Mars

Marché steady

Arrivages de ce jour, à Minet-el-Bassal, cantars 22984

(Cours pratiqués ce jour à la Bourse Khédiviale à 12h.45 p.m.)

Tal. 13 15/16	Livraison	Novembre
„ 13 29/32	„	Janvier
„ 14 1/16	„	Mars

Marché ferme

MARCHE DE MINET-EL-BASSAL

14 octobre 1905.—(11h.55 a.m.)

Cotons—Clôture du marché du 13 octobre: Calme, mais soutenue. La semaine finit: En baisse générale, cotons Haute-Egypte exceptés.

BEHERA

Fair, Fully Fair et Good: Rien.
Fully Good Fair, Tal. 14 soit ¼ de baisse
Good, „ 14 ½ „ ½ „

HAUTE-EGYPTE ET FAYOUM

Fair et Fully Fair: Rien.
Good Fair, Tal. 11 ¾ soit inchangés
Fully Good Fair, „ 12 ½ „ „
Good, „ 13 „ „

ABBASSI

Fully Good Fair, tal. 14 à 14 ½ soit inchangés
Good, Tal. 15 ½ soit ½ de baisse
Extra, „ 16 ½ „ ½ „

IANNOVICH

Fully Good Fair et Good: Rien.
Extra, tal. 17 ½ soit ½ de baisse

Stat du marché de ce jour, cot.: Soutenus

Les arrivages de ce jour se chiffrent par cantars 19109 contre même jour l'année précédente cantars 21115

Graines de coton.—En hausse

	Disponible	Ticket
Mit-Afifi—54½		Rien
Haute-Egypte.—53½		Rien

Blés.—Très fermes
Qualité Saïdi.—Cond. Saha P.T. — à —
Béhéra: „ „ „ 120 à 130
Fèves.—Sans affaires
Saïdi: disponible: —
Fayoum: disponible: —
Qualité Saïdi. Cond. Saha P.T. 125 à 135
Lentilles.—Soutenues
Disponible: Rien
Cond. Saha P.T. 125 à 130
Orges.—Sans changement
Cond. Saha P.T. 60 à 62
Maïs.—Même cours
Disponible: Rien.
„ Cond Saha P.T. 97 à 100

Exportation du 13 oct.		dep. le
Coton Bal. 143		Bal. —
Gr. de cot. Ard. 5005		Ard. —
Fèves „ —		„ —

DOMAINES DE L'ETAT

(Agence d'Alexandrie)

Arrivages

Coton.—Balles 98 cantars, prov. Sakha
„ „ 168 „ „ Santa
Graines de coton.—Ardeb 182, prov. Santa

CHARBONS

Stock à Alexandrie, à terre et en voie de débarquement, Tonnes 7[illegible],000.

Les prix suivants ont été pratiqués ce jour

COTON
G.M.B.
(BASSE-EGYPTE)

par Cantar

	Province Béhéra		
Damanhour.	De P.T. 260	à 285	
	Province Garbieh		
Kafr-Zayat	De P.T. 290	à 300	
Tantah.	„ „ 295	„ 300	
	Province Menoufieh		
Menouf	De P.T. 275	à 290	
	(MOYENNE-EGYPTE) Province Fayoum		
Fayoum	De P.T. 220	à 230	
	(HAUTE-EGYPTE)		
Beni-Souef	De P.T. 225	à 235	

SECTION DES GRAINES ET CEREALES

PRIX FRANCO-STATION;	DISPONIBLE	TICKET
Graines de coton Afifi	P.T. 54½	à P.T. —
„ Haute-Egypte	„ 53½	„ „ —
Blé Saïdi	„ — —	„ „ —
Fèves Saïdi	„ — —	„ „ —
„ Fayoumi	„ — —	„ „ —

ARRIVAGES

du samedi 14 octobre 1905

Documents de l'"Alexandria General Produce Association."

	CHEMINS DE FER	BARQUES
Cotons	S/B 2878	—
Graines de coton	sacs 9686	—
Blés Saïdi	„ —	—
„ Béhéra	„ —	—
Fèves Saïdi	„ 24	—
„ Béhéra	„ —	—
Orges	„ —	—
Maïs	„ —	—
Lentilles	„ —	—

Cotons.—Total des arrivages depuis le 1er septembre 1905 jusqu'à ce jour, cantars 515,171

Graines de coton.—Total des arrivages depuis le 1er septembre 1905 jusqu'à ce jour, Ard. 302,982

Contre même jour en 1904:

	BARQUES ET CHEMINS DE FER
Coton	S/B 3442
Graines de coton	sacs 13983
Blés Saïdi	„ 26
„ Béhéra	„ 148
Fèves Saïdi	„ 341
„ Béhéra	„ —
Orge	„ —
Maïs	„ 62
Lentilles	„ —

Cotons.—Total des arrivages depuis le 1er septembre 1904 jusqu'à ce jour, cantars 621,919

Graines de coton.—Total des arrivages depuis le 1er septembre 1904 jusqu'à ce jour Ard. 350 911

CONTRATS (11 h. 55 a.m.)

Cours de la Bourse de Minet-el-Bassal

Coton F.G.F.Br.
Novembre Tal. 14 — à —
Janvier „ 13 31/32 „ —
Mars „ 14 1/8 „ —
Graines de coton
N.-D.-J. P.T. 56 30/40 à —
Février-Mars „ 58 — „ —
Fèves-Saïdi
Oct. ... P.T. 130 — à 132 —
Nov.-Déc.-Jan. „ 127 — „ 128 —

REMARQUES

Cotons: Nouvelle récolte.—Novembre a ouvert à 13 27/32. Le marché est ferme, mais peu actif et la baisse d'Amérique pas d'effet sur nous.

Graines de coton: Nouvelle récolte.—Affaires rares, mais prix soutenus. Premier cours pour les 3 mois P.T. 56 1/2.

Fèves-Saïdi: Nouvelle récolte.—Marché nul.

Exterieur

Dépêches particulières du 13 octobre 1905

PRODUITS EGYPTIENS

LIVERPOOL

Coton: Etat du Marché.—Calme
Disp.—F.G.F.: 7 13/16 (sans changement)
Futurs Nov.: 7 14/64 (4/64 de baisse)

LIVERPOOL

Graines de coton.—Soutenues
Fèves.—Cours nominaux

HULL

Graines de coton.—Meilleure demande
Fèves.—Marché nul

LONDRES

Graines de coton.—Fermes

COTON AMÉRICAIN

LIVERPOOL

Futurs jan.-fév.: 5.35 (4 points de hausse)
„ mai-juin: 5.44 (4 points de hausse)
Disponible: 5.32 (2 points de baisse)

NEW-YORK

Middling Upland: 10.10 (sans changement)
Futurs jan.: 9.82 (4 points de baisse)
„ mai: 10.07 (3 points de baisse)
Arrivages du jour, balles 55,000
Contre même jour, l'année dernière, balles 71,000
In sight: bal. 449,000 contre bal. 525,000

TELEGRAMME HAVAS

BOURSE du 13 octobre 1905
COURS DES VALEURS A TERME, CLOTURE

PARIS

Rente Française 3 %	Fr.	99 57
Actions de Suez	„	4520 —
Lots Turcs	„	134 50
Turc Unifié	„	90 87
Dette Egyptienne Unifiée	„	108 20
Daïra Sanieh	„	— —
Crédit Foncier Egyptien	„	— —
Extérieur espagnol	„	93 07
Obl. Banque Nat. de Grèce	„	— —
Banque d'Athènes, nouvelles actions	„	136 —
Métropolitain	„	— —
Russe consolidé	„	92 15
Sosnowice	„	— —
Change sur Londres	„	25 15
Sucre N° 3 disponible	„	— —
Sucre N° 3 livrable le 4 de mars	„	— —
LONDRES		
Consolidés anglais		£ 88 ¾

Escomptes—Paris 3, Londres 4, Berlin 5.

REUTER'S TELEGRAMS

CLOSING REPORTS

LIVERPOOL, October 13, 12.50 p.m.

Sales of the day ... bales	10,000
of which Egyptian „	100
American (new crop) Maise Spot per cental	4/11½
Amer. futures (Nov.-Dec.)	5.27
„ „ (March-April)	5.40
American Middling	5.32
Egypt. fully good fair, delivery (Nov.)	7 14/64
„ „ „ „ „ (Dec.)	7 6/64
„ „ „ „ „ (Jan.)	7 2/64
„ „ „ „ „ (March)	7 —
Egypt. Brown fair per lb. d.	6 6/16
„ „ good fair	7 7/16
„ „ good	8 6/16
„ „ fully good fair	7 13/16
Egyptian Saidi Beans new (per 480 lbs.)	32/

LONDON, October 13.

Consols (November)	88 ¾
Egyptian Unified	106 ½
Private Discount m. bill	4 %

NEW-YORK, October 13.

Stock at all U.-S. ports ... bales	900,000
Week's receipts at all U.-S. ports „	340,000
„ export to Great Britain „	60,000
„ „ Continent „	120,000
Spot Cotton	10.10
American Futures (November)	9 60
„ „ (December)	9 73
„ „ (March)	9.98
„ „ (April)	10 03
Cable transfers dol.	4.86½
Cotton day's receipts at all U.-S. Ports bales	55,000

LIVERPOOL, October 13.

American futures (November-December)	5.28
Egypt. fully good fair, delivery (Nov.)	7 17/64
„ „ „ „ „ (Dec.)	7 9/64
„ „ „ „ „ (Jan.)	7 5/64
„ „ „ „ „ (March)	7 3/64

LONDON, October 13.

Private discount (3 month bills)	4 %
Bar Silver (per oz d.)	28 8/16
Consols (November)	88 ¾
Rio Tinto	67 —
Rand Mines New	8 ¾
Egyptian Unified	106 ½
„ Railway	103 —
„ Domain	105 —
Ottoman Defence	103 —
Turkish Unified	89 ½
Italian Rente 4 %	104 ½
Ottoman Bank	14 ½
National Bank of Egypt	27 ½
Daira Sanieh	101 ¼
New Daira	27 ½
Greek Monopole	53 —
Greek Rent 4 %	42 ½
Chartereds of S. Africa	2 1/16
Agricultural Bank	9 ¾
New Egyptians	1 ¾
Nile Valley Gold Mine — New	1 ½
The Western Oasis Corporation	⅝ premium
Delta Light (Bearer shares)	12 ½ to 13 ½
Egypt. cot. seed to Hull (Oct.)	5 10/16 buyers
German Best Sugar (October)	8/8½

PARIS, October 13

Lots Turcs	134 —
Crédit Lyonnais	1152 —
Ottoman Bank	611 —
Cheques on London	25.15 —
Sugar White No. 3 (October)	24 ½
Crédit Foncier Egyptien	813 —
Banque d'Athènes	136 —
Land Bank of Egypt	244 —
Comptoir National d'Escompte	662 —

ASSOCIATION
DES
COURTIERS EN MARCHANDISES

Le comité de l'Association des Courtiers en Marchandises a fixé comme suit, pour ce jour, le prix de compensation ordinaire:

Cotons F.G.F.Br.
Novembre Tal. 13 3/4 à —
Janvier „ 13 3/4 „ —
Mars „ 13 7/8 „ —
Graines de coton
N.-D.-J. P.T. 55 3/4 à —
Février-Mars „ 57 — „ —
Fèves-Saïdi
Oct. P.T. 130 — à —
Nov.-Déc.-Jan. „ 127 — „ —

Bourse Khédiviale, le 13 octobre 1905.

N.B.—Dans cette liquidation sont comprises les opérations jusqu'à 1h. p.m. de ce jour.

Paiement le lundi 16 courant.

EGYPTIAN MARKETS, LIMITED

APPROXIMATIVE RETURNS

Week ended Sept. 28, 1905.		same period 1904
Cattle markets	L.E. 214	L.E. 268
General markets	„ 185	„ 198
Tot. for 120 markets	399	„ 466

Tot. returns for current year date L.E. 19,266
„ „ same period last year „ 21,385

SHARE LIST

ISSUED BY THE "ASSOCIATION DES COURTIERS EN VALEURS D'ALEXANDRIE".

Clôture d'aujourd'hui à 12h.30 p.m.

Agric. Bank of Egypt	Lst.	9 11/16 à ¾	9 ¾ à 1/16
Nat. Bank of Egypt	„	27 1/16 à ⅛	26 15/16 à 27
Ramleh Railway	„	7 1/16 à	— ½
Egyptian Delta Railway ex.-c.	„	12 11/16	„ — ½
Tram. d'Alexandrie	Fcs.	162 —	„ 163 —
„ div.	„	333 —	„ 335 —
Alexandria Water	Lst.	15 1/16	„ — —
Eaux du Caire	Fcs.	1139 —	„ 1140 ex.c.
Daira Sanieh	Lst.	27 15/16	„ 28 —
Béhéra	L.E.	43 —	„ — ½
Bourse Khédiviale	Lst.	— —	„ — —
Egyptian Markets	„	25 9	„ 26/ —
Anglo-Egyptian Spinning	„	— 29/32	„ — 15/16
Bière d'Alex. Priv.	Fcs.	202 —	„ 203 —
„ „ Div.	„	106 —	„ 107 —
„ du Caire Priv.	„	125 —	„ 126 —
„ „ Div.	„	62 —	„ 63 —
Egypt. Cotton Mills	Lst.	5/6 —	„ — —
„ Salt & Soda	„	33/6 —	„ 33/9 —
Pressage	„	— —	„ — —
Presses Libres	„	— —	„ — —
Oblig. Crédit Foncier Egyptien 3 %	Fcs.	318 —	„ 273 —
Lots Turcs	„	— —	„ — —
Banque Nationale de Grèce	„	— —	„ — —
Banque Industrielle	L.E.	— —	„ — —
Cassa di Sconto	Fcs.	181 —	„ 177 —
Anglo-American Nile	Lst.	5 15/16	„ 6 —
Banque d'Athènes	Fcs.	134 ½	„ 134 ¾
Deferred Delta	Lst.	— —	„ — —
Nungovich Hotels	„	10 15/16	„ 10 ¾
Delta Land	„	2 ½	„ — 9/16
Egyptian Invest. & Agency Ld.	„	1 9/32	„ — 5/16
Land Bank	„	9 ¼	„ — 11/16
Trust Investment	„	1 ½	„ — 1/16
Estates	„	1 7/32	„ — ¼
Splendid Hôtels	„	— —	„ — —
Cheik Fadl	„	124 —	„ 125 —
Entreprises Urbaines	„	5 1/16	„ — ⅛

ASSOCIATION
DES COURTIERS EN MARCHANDISES

(*Service spécial*)

DÉPÊCHE D'OUVERTURE

LIVERPOOL, 10h. a.m.

Américain
Futurs: jan.-fév.: 5.31
„ mai-juin: —
Seconde Dépêche, 10h.5 a.m.
Futurs: jan.-fév.: 5.32
„ mai juin: 5.41

DERNIERE HEURE

(Clôture de la Bourse Khédiviale 1h. p.m.)
Cours de l'Association des Courtiers en Marchandises

Coton F.G.F.Br.
Novembre Tal. 14 — à — —
Janvier „ 13 31/32 „ — —
Mars „ 14 3/32 „ — —
Graines de coton
N.-D.-J. „ 56 30/40 à — —
Février-Mars „ 58 5/40 „ — —
Fèves-Saïdi
Sept.-Oct. P.T. 132 — à 133 —
Nov.-Déc.-Jan. „ 128 — „ 129 —

The "Allenburys" DIET is a complete milk and farinaceous Food, easy of assimilation, most agreeable to take, simply and quickly made. It is recommended in place of ordinary milk foods, gruel, etc., and whilst acceptable to all as a light nourishment, it is particularly helpful to Dyspeptics, Invalids and the Aged. In the sick-room it will be found invaluable and it is easily and quickly made, the addition of boiling water only being necessary.

A Light Nourishment for General Use.

'The Allenburys' DIET

FOR INVALIDS, DYSPEPTICS & THE AGED.

ALLEN & HANBURYS Ltd., Lombard St., LONDON.

The "Allenburys" DIET is readily digested by those who are unable to take cow's milk and is particularly serviceable in convalescence. When taken as a light supper diet it will be found to promote tranquil and refreshing sleep. Although this DIET is a food for ADULTS and is entirely distinct from the "Allenburys" Foods for Infants, yet it is also of great value as a restorative food for young children, especially during convalescence.

LADIES & GENTS OUTFITTING.

S. STEIN

PURVEYOR TO H.H. THE KHEDIVE.

CAIRO.

Esbekieh Ataba el Khadra.

Also at Alexandria, and Tanta.

RELIABLE BRITISH GOODS.

OUR LONDON LETTER

(FROM OUR CORRESPONDENT.)

London, October 4.

The Tuberculosis Congress has thrown its weight in favor of a decision to be widely noted. It repudiated Dr. Koch's theory that the bacilli of the disease are not interchangeable between man and the lower animals, and passed a resolution "that it is desirable to be on our guard against all forms of animal tuberculosis." This must reinforce the vigilance with which supervision is exercised over our supplies of meat and milk, but it is also a reminder against the dangers which repose in a too sentimental familiarity with household pets. The dog and cat, it was pointed out, which live with their heads close to the ground, inhale almost all kinds of noxious microbes, and are thus ideal instruments of family infection. Young ladies who are in the habit of "wasting Christian kisses" upon their favorite animals could not have a more useful present just now than a full report of this portion of the Congress proceedings.

The announcement of the discovery of the microbe of cancer has been made more than once, and as often contradicted. Investigations recently carried out by the Royal Cancer Commission, however, seem to show that there is no cancer microbe to discover. The true cause of this disease has been found to be the peculiar growth of certain cells which have forsaken their proper functions. Under certain conditions, that is to say, some of the ordinary somatic cells take to multiplying after the manner of the generative cells. It is the mass formed by these body cells growing in an abnormal manner which constitutes the cancer. But what, it may be further asked, causes these cells to grow in this abnormal way? The only answer possible as yet is that it is the result of some stimulus applied to the cells. It is to be hoped that the cause of cancer being thus far made clear some remedy will be found in due course. This, it appears, is no longer at any rate to be sought in the discovery of a microbe, and the preparation of an antitoxin. In the report, issued some months ago, by the Harvard Medical School Commission on cancer, a very pessimistic note was sounded. "We are unable," they wrote "to find the cause or the origin of cancer, and we believe it will never be learned."

The King's dinner-party at Balmoral included, the other night, besides the Duke of Wellington and the Earl of Southesk, Sir Allan Mackenzie of Glenmuick and Blaikiley, and his son-in-law, Lord Kilmarnock. Sir Allan is a neighbour of the King's, Ballater way. He was himself sometime of the R.H.G. and has a son in his old regiment. His baronetcy dates from 1890, and his father and he both held it in the same years. His father, Sir James Thompson Mackenzie, was of Glenmuick in Queen Victoria's time.

Lord Lilford, who is back home in Northamptonshire from the Scots moors, inherits his father's partiality for birds, though, in his case, it finds a difference of expression. The present Lord Lilford, that is to say, is a sports man; the late Lord was a famous ornithologist. He took early to the science of natural history. He had a small menagerie at Harrow, and a larger one at Christ Church. But it was ornithology that claimed him. At Lilford he had the most famous of private aviaries. He projected, though he never lived to complete, the most ornate and comprehensive book about British birds; and he is one of the few Fellows of the 'Zoo' who have had their memoirs prefaced by a Bishop of London.

The recent extensive cliff falls at Southwold call attention to the yearly waste of land by the sea. Many hundreds of acres are thus carried away, and the prevention of such destruction is a problem for the scientific engineer. Southwold occupies a middle position on the coast of Suffolk, and is part of a district which has suffered much in time past from the inroads of the sea. It was this coast line which afforded Sir Charles Lyell so many illustrations for his "Principles of Geology." The wash of the cliffs is frequently marked by outlying masses of rock in the sea, and the final removal of these monuments of denudation marks a further stage of the sea's destructive work. In front of the chalk cliffs of Beachy Head there once stood seven isolated masses of chalk known as "The Seven Charlesses." One by one they were removed by the sea, and to-day no trace of them remains.

Mr. Plowden is sound enough on the question of begging from to door. He prescribed fourteen days' imprisonment for two "unemployed workmen" (their own expression) or "idle scamps" (Mr. Plowden's) who had been doing this Edgware-road way. The feature of the case was the miscellaneous assortment of literature found on the pair. On the one hand there were fifty copies of an appeal to Christians in verse on behalf of the unemployed (they ought to have sung it raucously, out of tune, and to dead of night, to win Mr. Plowden's heart); on the other, one man had a pamphlet headed "The Ancient and Grand Unwashed Order of the Sons of Rest and General Layabouts. Under the patronage of Lord Nevawork. President: Dusty Rhodes. Vice-President: Tired Jim." It ordered a fine for any 'brother' found talking about work or contracting illness from watching any one else work, and censure for any brother caught entering a public or private bath—membership restricted to all who had been out of work and unwashed since birth. It was rash to carry about such a document with the constant danger that it might be inadvertently given to some Christian instead of the pious verse, and the man's explanation that he had bought it as a curiosity for a halfpenny is open to the objection that an unemployed man has no right to waste his substance on mere literature. Anyhow, the document was painfully like a full, true, and particular passport descriptive of the bearer.

The end of the seaside season has arrived and the lingerer to whom the phrase has meant nothing shares the utter sadness and depression of those—keepers of boarding-houses, hotels, and shops, sellers of all the things that holiday-makers of the humbler class are supposed to "fancy" and therefore do fancy—to whom the season means the setting by of money enough to keep them through the winter or a near prospect of the Bankruptcy Court. The signs and tokens are numerous and not to be ignored. In a late issue of one local paper were printed the names of three unfortunates who are already forced to compound with their creditors. Almost every day the auctioneers are busy, they being the only people who seem to stand some chance of making a profit just now. With a very small capital you might easily furnish a dozen boarding houses from the basement to the attic in one short week. Nor, if you had acquired the household necessaries without troubling the house-agent, would you need to pay the auctioneer for long storage of your goods. Everywhere there are houses to be let. A couple of months ago you might have counted yourself fortunate if you had been able to secure the most meagre accommodation in them at a price which would have found you comfort at any time of the year in quite a respectable London hotel. Now they stand empty, and will do so until by some mysterious agency they become busy again in the spring; and the visitor counts himself fortunate if he can find a resting-place within on any terms. Goodwonders what has become of those who conducted them until a week or two ago. While the season lasted they rose early and slept late. They alone can say in what holes and corners they took their uneasy slumber; they had to make the utmost possible amount of money, and you may be sure that they did not spare themselves when folks were actually prepared to pay exorbitantly for the most modest kind of bed, or having to accept the shadow of an old boat for shelter and the sands for couch.

The melancholy blast of the town band—or is it the north-easter which has made the front intolerable for days, except to those who were set on hard exercise?—smites you suddenly, and you turn towards the harbour. Before one of the inns there stands an empty char-a-banc, ready to take you cheaply, if you should by an impossibility care to go, for a twelve-mile drive in the surrounding country, and charge you no more than a shilling. The sea is far out, of a dirty grey-green, but flecked with angry white. The sands, where a thousand children played in the golden days, are almost depressingly empty. They are drawing up the last bits of the staging that served for the accommodation of bathers, and only a few children play about in pools that must surely be icy-cold. Yet the sands are disturbed, and for a moment you are puzzled. The disheveled is plainly not due to the making of bathtresses and castles, and yet whenever it occurs it seems to have been caused with some deliberate purpose. Look again, and you observe grown men groping in the sand, and examining it as if they had some remote hope of finding diamonds. Further out, others are investigating the surface of some low chalk "rocks" newly uncovered by the sea. In both instances search is being made for peculiarly loathly worms, those which are found in the sand being inert and bloated, those which are extracted from the crevices of the chalk adding to their ugliness an uncanny liveliness. It is horribly cold, and you yearn for the company of your own fireside and a good book. But even as you turn towards them a train arrives, and with it enthusiasts who cheerfully propose to spend the long night in fishing from underneath the jetty. At the best they could only expect to capture a few codling, or dabs, or pouting, and as the wind and sea are, they stand only the smallest chance of the consolation of a single bite. But they look forward to an exhilarating time, and even now the hunters of worms are hurrying back to the place where bait is sought for, confident that they will be sold out within half an hour.

One would like to think of them breathing freely at last, undisturbed by people overcurious about the details of bills necessarily compiled in haste, and often when the dawn was imminent. They should be occupying their best rooms, with the piano (rather out of tune) at their disposal, and with full liberty to get the aesthetic value of the seaview which they have hitherto only been able to estimate in terms of hard cash. It would be no more than right that they should enjoy breakfasts in bedrooms, fires, and even hot baths, as ordinary events, and not as extras. But if they are enjoying the luxury of the private life it is not here, where they were slaves throughout the summer. They have disappeared, and the strains of the town band (ubiquitous now that the London bands and the far-famed entertainers have taken their departure) echo vainly through vacant and forlorn rooms. Within the shops you get little that is more cheerful to contemplate. Some, indeed, appear to have a position sufficiently established to enable them to look the winter in the face without fear, and even with a certain modest anticipation of profit; in others the stock is being sold off; you could probably make a wonderful deal in picture postcards if you cared to speculate, for behind some windows these are almost the only wares to be seen. Some, which you vaguely remember to have been extremely busy but awhile ago, are "Closed until——" some date which may be taken as approximately that on which the beginning of a new season may be expected. Also, again and again, you happen on the announcement: "These desirable business premises to be let." If you are curious, you pause and gaze through the blurred windows, and speculate as to the particular kind of business which may last have been carried on there. With the least knowledge of how life will run in the months immediately ahead, you wonder how much the landlord would pay you to take the place and keep it dry and clean until the spring comes again. For you know that until then your gross takings would not pay for the inevitable deterioration of even the most modest stock.

WINDSOR HOTEL Restaurant.

Table d'Hote Luncheons & Dinners

Served on the Terrace.

ORCHESTRA PLAYS 6 TO 11.30 P.M

DELIGHTFUL SITUATION. SEA BREEZES.

CALENDAR OF THE WEEK.

The Standard Life Assurance Company.

ESTABLISHED 1825.

ACCUMULATED FUNDS £11,300,000

BONUS YEAR, 1905.

THE NEXT DIVISION OF PROFITS will be made amongst participating Policies in existence at 31st November 19

All With Profit Policies effected on or before that date will be entitled to share in the Division.

The Company have already declared Bonus Additions to Policies to the amount of more than

SEVEN MILLIONS STERLING.

Head Office for Egypt: Sharia Kasr-el-Nil, Cairo.

B. NATHAN & Co., *Chief Agents for Alexandria.*

A. V. THOMSON, *Secretary for Egypt.*

ARMY AND NAVY.

(FROM OUR CORRESPONDENT).

London, October 5.

Lieutenant J. S. Pascoe, R.A.M.C., to which service he was appointed last January, has been placed under orders for service in Egypt. He has been employed at Netley since he joined the medical service.

Viscount Frankfort de Montmorency, on leaving the army, has not been appointed to the 3rd Battalion C.I.I., as was inadvertently mentioned in these notes.

Sanction has been given for the adoption of the Lutzow "Wild Hunt" March as the regimental march of the King's Royal Rifle Corps. This march has long been a favorite with the gallant green-jackets. The regimental march of the Rifle Brigade is "I'm Ninety Five."

Lieutenant and Quartermaster J. H. Redstone, 1st Battalion Royal Berkshire Regiment, Dublin, having completed ten years' commissioned service, has been promoted to the honorary rank of captain, which carries with it the usual increase of pay. As a non commissioned officer Captain Redstone served in the Sudan campaign of 1885, including the actions of Hasheen and Tofrek, where the valour of the Berks lads saved the situation, and in the operations of the Sudan Frontier Field Force, 1885-6 (medal with clasps and Khedive's star).

In the near future Singapore will be the Gibraltar of the Far East. The strengthening of the forts defending it is an absolute necessity, and will in a measure compensate for the closing of Esquimalt, B.C. Singapore, from its position, commands the entrance to Chinese waters, and when the contemplated changes are effected its strategical potentialities will be immensely increased. Then every ship of importance will have to steam under its guns, both on the outward and homeward route, when speed is essential, whilst in war time the British Fleet will have a secure base to operate from, and every facility for making good damage received in action.

The first-class cruiser Powerful, whose guns played such an important part in the defence of Ladysmith, has just been commissioned at Portsmouth by Captain Lionel Halsey with a crew of nearly 900 officers and men, as flagship of Sir Wilmot H. Fawkes, the new Commander-in-Chief of the Australian Squadron, in relief of the cruiser Euryalus, flagship of Sir Arthur D. Fanshawe, the retiring Commander-in-Chief of the squadron. The Powerful is the largest cruiser ever employed on the station, and no doubt she will attract much attention and out a fine figure about Sydney. So will her coal bill, as she is a veritable "coal-eater." Indeed the policy of sending her to a station where the flagship has so much crippling to do is open to criticism. But, as she is a bit of a white elephant, as is also her sister cruiser, the Terrible, some employment must be found for her. One thing is certain, with Sir Wilmot on board she will make straighter shooting than some of her predecessors did in recent years. Curiously enough Captain Halsey, who commands her, commanded her 4·7 inch guns in the defence of Ladysmith, he being then a lieutenant on the same boat.

The S.S. Plassy, with the 1st Battalion West Riding Regiment, and some drafts on on board, left Southampton to-day for Bombay, where she is due on the 27th inst. The West Riding are under Lieutenant-Colonel H. D. Thorold, with Major C. V. Humphrys second in command. The battalion, which goes to Lebong, Bengal, returned home from South Africa a couple of years ago, after distinguishing itself in the Boer War, notably at Paardeberg and other actions for the relief of Kimberley, and earning three honors—"South Africa, 1900-2," "Relief of Kimberley", and "Paardeberg"—for the regimental colours. It was last in India from 1875 to 188·. The 2nd Battalion now at Dinapore, will return home by the Plassy, leaving Bombay on the 4th prox. and arriving at Southampton on the 24th following. The battalion, which will be stationed at Lichfield, has been abroad since 1886, when it went to Bermuda, and has since served in Nova Scotia, the West Indies, Malta, and South Africa, and for the past eight years in "The Shiny".

SELLING OFF

SURPLUS DRAPERY STOCK

OF MAGASINS VICTORIA.

On Premises lately occupied by "Papeterie Commerciale," Rue Sesostris, 3 doors from Cherif Pasha Street. For particulars see advertisement in another column.

Cheap Prepaid Advertisements

Under this heading advertisements are inserted at the following rates:—

	ONCE	3 TIMES	6 TIMES
15 words	P.T. 5	P.T. 10	P.T. 15
30 words	„ 8	„ 16	„ 24
Every 10 words, beyond 30.	„ 2	„ 4	„ 6

The address is counted. The advertisement must appear on consecutive days for above rates to be obtained. 50% extra is charged for advertisements not appearing consecutively

All such advertisements must be prepaid, and to this rule no exception whatever will be made. Letters in reply to advertisements will be posted to any address if a few stamps are sent by the advertiser to cover postage.

A GARD'S INTERNATIONAL INDUSTRIES AND TRADE MARKS REGISTRE. — A useful business directory containing addresses of all important business firms of Great Britain the Continent, and Egypt. Circulating all over Europe and America. Price—One guinea Sterling. Post Free.

AGARD'S INTERNATIONAL HOTEL GUIDE sent post free to all first class Hotels throughout Europe, America, the Colonies and Egypt. The best reference book for travellers.

ADVERTISING AGENTS.—The best public Advertising sites in Alexandria belong to G. Vestri & Co., Advt. Agents, St. Catherine's Square. Special rates for permanent clients. Moderate terms. Prompt despatch. 25642-31-12-905

AN ENGLISHMAN seeks engagement as storekeeper or any position of trust. Good testimonials, speaks Arabic. Apply Stores, Post Office, Cairo. 26545-7-4

ACCOUNTANT, Englishman, fully qualified, with experience in the country, at liberty November, seeks post capable auditor. Apply X, Box 93, Post Office, Port Said. 26561-3-1

BLICK TYPEWRITERS, No. 5 £9, No. 7 £11. W.T. Emmens, 99 Rue Attarine, Alexandria, Address, Post Office Box 35. 30-9-905A

ENGLISH lessons or morning engagement required by a lady. Address No. 26563 "Egyptian Gazette" office Alexandria. 26563-3-1

GARRISON DIRECTORY. — The General Officer Commanding has consented to the issue of a new edition, which will be published about the end of November.

Any corrections desired must be communicated before the 31st October to the "Clerk in charge, Garrison Directory, Headquarters Office, Cairo."

Such corrections will be included but the General Officer Commanding cannot accept any responsibility as to the accuracy of the information published.

It is requested that all names and addresses communicated for correction or insertion be written legibly.

Advertisements are invited, terms for which can be ascertained on application. 26534-6-6

GERMAN, French, Italian, lessons by experienced teacher. Apply, No. 26,547 "Egyptian Gazette." 26547-3-3

THE "INDICATEUR EGYPTIEN" Administrative and Commercial, for the year 1906 (29th year), will appear in December next, complete and corrected. For anything which concerns the edition of 1906, address by post to the editor and proprietor, Stefano Pollandi, at Alexandria. 26448-37-23

WANTED a clerk (20-25) with good knowledge of English, French, Italian and German. Apply to P.O.B. 185, Alexandria. 2 548-6 3

YOUNG ENGLISH lady desires situation Nursery Governess or Companion to young lady. Apply No. 26,562. "Egyptian Gazette" offices. 26562-6 1

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St. David's Buildings,

ALEXANDRIA,

and 35 - 37 Noble Street

LONDON, E.C.

English Tailors, Drapers and Outfitters.

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COMPRESSED CANE TRUNKS.

SOLID LEATHER OVERLAND TRUNKS.

GLADSTONE & KIT BAGS.

SUIT CASES, RUGS, &c.

ATHLETIC GOODS:

A VARIED STOCK, INCLUDING

Slazenger's Doherty "E.G.M." Demon:

AND

Ayre's Central Strung Racquets.

TENNIS BALLS

FRESH SUPPLY WEEKLY.

BOOTS & SHOES.

All the newest shapes in the best English makes:—

BUCKSKIN TENNIS BOOT AT £1

A SPECIALITY.

Owing to the increased business in this Department a new Showroom has been fitted up where better attention can be given to Customers.

CLOTHS:

The largest Stock in Egypt of Cloths of the best British Manufacture:

TROPICAL TWEEDS, FLANNELS, DRILLS, &c., &c.

All garments cut by experienced English cutters. Fit and style guaranteed.

GENTS' OUTFITTING:

The newest Shades in Crepe de Chene Ties.

Cellular, Oxford, Zephyr Shirts and Pyjamas in great variety.

Special Attention paid to Shirts Made to Measure.

HOSIERY AND UNDERCLOTHING

IN THE BEST MAKES.

PANAMA, STRAW, & FELT HATS, CORK & PITH HELMETS, CAPS.

HOUSEHOLD LINEN AT SPECIALLY CHEAP PRICES.

TABLE CLOTHS, NAPKINS, SHEETS, AND PILLOW CASES.

FLANNELETTES, VIYELLAS AND CEYLON FLANNELS.

SOAP, PERFUMERY, RUBBER SPONGES, BRUSHES, STUDS, MIRROBS (HAND & BREAST) FOUNTAIN PENS, &c., &c.

Davies Bryan & Co.,

Cairo & Alexandria.

1-10-905

Egyptian Delta Light Railways Co., Limited.

Connections made with the most important trains of the State Railway in the Provinces of Behera, Gharbieh, Dakahlieh Charkieh and Galioubieh *Through service for goods* between all stations of the Company and *over 100 principal stations of the State Railway* in Upper and Lower Egypt. Goods may also be through-booked from or to any station on Helouan Railway. The Company has 90 stations opened for public Telegraph Service in conjunction with all offices of the Government Telegraph Department. *For time tables, tariffs and information* apply to the offices at Cairo, Alexandria, Damanhour, Tantah, Zagazig or Saida Zenab.

(HELOUAN BRANCH.) A.M. — P.M.

Bab-el-Louk	dep.	6.40	8. 5	9.10	9.50	10.10	11.45	12. 5	1. 5	1.25	2.15	3.10	4.10	5.15	6.15	7.30	8.40	10.10	12.30
Helouan...	arr.	7.30	8.47	9.45	—	10.47	—	12 40	—	2.—	3.—	3.45	4.52	5.49	7.—	8. 4	9.26	10.47	1. 7

Helouan ...	dep.	6.50	7.30	8.10	9.10	10.10	—	12. 5	—	1.35	—	2.35	3.10	4.15	5.15	6.35	7.25	8.50	10.15	11.15
Bab-el-Louk	arr.	7.35	8.20	8.57	9.45	10.47	12.10	12.43	12.50	2. 2	2.22	2.59	3.49	5. 2	5.49	6.59	8.13	9.32	10.53	11.53

PROTECTION AGAINST FIRE.

THE UNDERWRITERS' FIRE EXTINGUISHER.

Over Five Hundred now in use in Egypt and the Sudan.

SIMPLICITY
RELIABILITY
EFFICACY.

WRITE FOR ILLUSTRATED CIRCULARS AND FULL PARTICULARS

SOLE AGENTS:

THOS. HINSHELWOOD & Co.
ALEXANDRIA.

NOUVEAU REMEDE PURGATIF IDEAL

Contre: Constipation, Congestion, Hemorrhoides, Migraine Obesite, etc. Conserve le teint frais et la taille svelte; d'une efficacité absolue agit sans douleurs. Il est conseillé par toutes les sommités médicales. Le purgatif le plus économique.

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Prix: fr. 1.50 pour 12 purgations. | Se vend dans toutes les pharmacies.

Dépôt général pour l'Egypte GEO. RUELBERG Pharmacien. Alexandria. 23-1-906

Allen, Alderson & Co.

LIMITED.

SOLE AND EXCLUSIVE AGENTS FOR

MESSRS. RUSTON, PROCTOR & CO., LIMITED, LINCOLN.
Fixed and Portable Steam and Oil Engines, Corn Mills.
Patent Tibben-making Thrashing Machines.

MESSRS. PLATT BROTHERS & CO., LIMITED, OLDHAM.
Cotton Ginning Machinery.

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Steam Ploughing Machinery and Sundries.

THE CENTRAL CYCLONE CO., LIMITED, LONDON.
Grinding and Pulverising Machinery.

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Steel Rails, springs, buffers, &c. — Patent sand blast files.

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Steam and Manual Fire Engines.

MESSRS. F. REDDAWAY & CO., LD., PENDLETON, MANCHESTER.
The Camel Brand Belting, etc., etc.

Ratner's Safes.

THE ENGELBERG RICE HULLER.
Gilkes Vortex Turbines.

MESSRS. A. RANSOME & Co., LIMITED, NEWARK-ON-TRENT.
Wood Working Machinery and Appliances.

McCORMICK'S REAPERS & MOWERS.

PLANET JUNIOR AGRICULTURAL IMPLEMENTS.
Horse Hoes, Seed, Drills, etc., etc.

OLIVER PLOUGHS.

CHATWOOD'S SAFES IN STOCK.

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28-8-906

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The Egyptian Engineering Stores.

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Sole Agents for Egypt, Asia Minor and Syria for

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AVELING & PORTER, LIMITED, Rochester.—Steam Rollers and Steam Ploughs.
LES TANNERIES LYONNAISES, Oullins (Rhône).—Best Leather Belting.
E. S. HINDLEY, Burton, Dorset.—Vertical Engines and Boilers, specially designed for driving Electric Dynamos & Centrifugal Pumps, etc., etc.
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L. DUMONT, Paris.—Centrifugal pumps.
R. F. & E. TURNER, LTD., Ipswich.—Flour Mills.

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MECHANICAL AND ELECTRICAL ENGINEERS, ALSO SHIPBUILDERS, &C., &C.
All classes of engineering work and supply of stores undertaken.
Pontoon Dock for raising vessels of the largest size.

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Portable and semi-portable steam engines, Road rollers, threshing and straw-chopping machines.

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Patent Steam and Manual Fire Engines.

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Machine belting of every description, leather, rubber, cotton and Balata.

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Steam, Oil and Gas Engines, with Producer Plants, Pumps and Machinery of all description.

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The Cochran patent vertical boilers.

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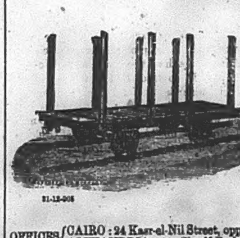
Tipping and platform waggons for all purposes.-Locomotives from 10-400 H.P.
Large stocks of rails, trucks and locomotives always kept in Alexandria**



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Bridges and iron frame works.

HUMBOLDT ENGINEERING WORKS CO
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Steam engines, Boilers, complete installations for Factories.

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GRANTHAM, (ENGLAND).
Fixed and Portable oil engines.

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Wood working machinery.

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Oil motor boats and launches.

ENGLISH AND AMERICAN SYSTEMS OF STEAM PLOUGHING ENGINES TO PLOUGH 8 TO 20 FEDDANS PER DAY.

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ALEXANDRIA GENERAL PRODUCE ASSOCIATION

BULLETIN HEBDOMADAIRE

No. 1,044 — *Alexandrie, VENDREDI à Midi le 13 Octobre 1905.*

COTON

	Arrivages	EXPORTATIONS Angleterre		Continent		Etats Unis		TOTAL		STOCK
	Cantars	Balles	Cantars	Balles	Cantars	Balles	Cantars	Balles	Cantars	Cantars
Cette semaine	2,2,527	10,718	81.253	3,494	25,830	1,116	8,593	15,328	115,676	437,537§
Même semaine 1904...	186,041	8,898	68,887	4,616	34,859	165	1,270	13,677	105,016	541,463*
Depuis 1er Sept. 1905	495,962	28,494	214,694	20,410	152,241	4,869	37,490	53,773	404,425	—
Même époque 1904 ...	600,834	29,709	228,423	28,406	214,531	3,301	25,417	61,416	468,371	—

Y Compris stock § au 1er Septembre 1905 Cantars 346,000 — *au 1er Septembre 1904 Cantars 409,000

GRAINES DE COTON — TOURTEAUX

	Arrivages	EXPORTATIONS Angleterre	Continent	TOTAL	STOCK	Tourteaux Arrivages	Tourteaux Exportations
	Ardebs	Ardebs	Ardebs	Ardebs	Ardebs	Tonnes	Tonnes
Cette semaine	115,165	51,033	—	51,033	240,729 §	760	270
Même semaine 1904...	94,388	39,410	5	39,415	263,902*	247	1,689
Depuis 1er Sept. 1905	294,283	301,868	23	301,891	—	2,017	7,574
Même époque 1904 ...	339,349	322,946	28	322,974	—	3,995	8,900

Le stock au 1er Septembre 1905 était d'Ardebs 248,400 et au 1er Septembre 1904 d'Ardebs 247,527

Pour les Feves, Orges, Bles, Lentilles, Mais et Oignons, la consommation locale n'est connue respectivement que les 31 Mars et 30 Novembre

FEVES — ORGES

	Arrivages Saidi	Arrivages Behera	EXPORTATIONS Angleterre	Continent	TOTAL	STOCK	Orges Arrivages	Orges Expor.
	Ardebs	Ardebs	Ardebs	Ardebs	Ardebs	Ardebs	Ardebs	Ardebs
Cette semaine.	2,601	—	—	—	—	63,555	200	—
Même semaine 1904...	2,612	—	3,870	90	3,960	235,389	—	—
A partir du 1 Av. 1905	109,410	—	64,349	29,504	93,855	—	34,267	23 959
Même époque 1904 ...	367,184	912	126,191	53,596	179,787	—	560	27

Stock au 1er. Avril 1905 Ardebs 48,000 — Ardebs —
Stock au 1er. Avril 1904 Ardebs 47,100 — Ardebs —

BLES — LENTILLES — MAIS — OIGNONS

	Blés Arrivages Saidi	Blés Arrivages Behera	Blés Expor.	Lentilles Arrivages	Lentilles Expor.	Mais Arrivages	Mais Expor.	Oignons Arrivages	Oignons Exportations
	Ardebs	Ardebs	Ardebs	Ardebs	Ardebs	Ardebs	Ardebs	Crs. 108 Ok.	Crs. 108 Ok.
Cette semaine	—	495	—	—	—	—	—	280	—
Même semaine 1904...	122	2, 93	7	21	2	49	107	—	—
A partir du 1 Av.1905	3,150	41,012	—	3,536	46	8,190	127	826,948	793,029
Même époque 1904 ...	14,881	68,902	384	4,255	1,544	23,728	7,343	584,010	618,771

Stocks au 1er Avril 1905 Ardebs — Ard. — au 1 Déc. 1904 Ard. — au 1 Mars 1905 Crs —
Stocks au 1er Avril 1904 Ardebs — Ard. 1,500 au 1 Déc. 1903 Ard. — au 1 Mars 1904 Crs —
N.B.—L'année pour les Blés et les Lentilles commence le 1er Avril, pour les Maïs le 1er Décembre, pour les Oignons le 1er Mars

Prix de la Marchandise disponible

COTON SUIVANT LES TYPES DE L'ASSOCIATION

	Brown	Haute-Egypte et Fayoum
Fair	Tal. — /—	Tal. — /—
Fully Fair,	„ — /—	„ — /—
Good Fair	„ — /—	„ 11 5/8
Fully Good Fair,	„ 14 /—	„ 12 1/4
Good	„ 14 1/2	„ 13 /—
	Abassi *Nominal*	**Ioannovich**
Fully Good Fair,	Tal. 14 /— à 14 1/2	Tal. — /— à — /—
Good,	„ 15 3/4 „ — /—	„ — /— „ — /—
Extra,	„ 16 1/2 „ — /—	„ 17 1/2 „ — /—

GRAINES ET CEREALES (Qualità Buona Mercantile — Franco Station)

	Disponible	Tickets
Graines de Coton Mit-Afifi	P.T. — —/—	— —
„ „ Haute-Egypte	„ 54 —/—	— —
Blé Saïdi	„ — —/—	— —
Blé Béhéra	„ — —/—	— —
Orge	„ — —/—	— —
Fèves Saïdi	„ — —/—	— —
Fèves Fayoumi	„ — —/—	— —
Fèves Béhéra	„ — —/—	— —
Lentilles	„ — —/—	— —
Maïs	„ — —/—	— —
Oignons	„ — —/—	— —

Coton Fully Good Fair Brown	Novembre pr.	Tal. 13 23/32
„ „ „ „ „	Janvier pr.	„ 13 22/32
„ „ „ „ „	Mars pr.	„ 13 26/32

Graines de Coton	Nov.-Déc. Jan. pr.	P.T. 55 35/40
„	Février-Mars pr.	„ 57 5/40
Fèves	Octobre	„ 130 —/—
„	Nominal Nov.-Déc.-Jan. pr.	„ 127 —/—

Marché des Cotons: en baisse générale, cotons Haute-Egypte exceptés.

WEEKLY POSTAL TABLE.

ALEXANDRIA OFFICE.

Table showing the days of despatch and arrival of the principal Foreign Mails from Monday, 16th, to Sunday, 22nd October, 1905.
(BOTH DATES INCLUSIVE.)

COUNTRIES	MAIL PACKETS	ROUTES	DESPATCHES Days	Latest hour for posting: Ordinary* Letters	Money Orders	Parcels	ARRIVAL Days
EUROPE AMERICA & WEST COAST OF AFRICA	British	Port Said & Brindisi	Sun. 15	8 p.m.	Sat. 14 6 p.m.	Sat 14 6 p.m.	Wednes.
	—	—	—	—	—	—	—
	German	Naples	—	—	—	—	—
	Italian	Messina	Thurs.	2 p.m.	noon	Wednes. 6 p.m.	Sunday
	French	Marseilles	Friday	8 p.m.	noon	Thurs. 6 p.m.	Tuesday
	Austrian	Brindisi	Satur.	8 p.m.	noon	Friday 6 p.m.	Monday
	Italian	Brindisi	—	—	—	—	Thursday
GREECE...	British	Port Said & Brindisi	Sun. 15	8 p.m.	Sat. 14 6 p.m.	—	—
TURKEY, GREECE & SOUTHERN RUSSIA	Khedivial	Piraeus	Wedn.	8 p.m.	noon	Tuesday 6 p.m.	Saturday
	Russian	Piraeus	Thursday	9 a.m.	Wednes. 6 p.m.	—	Saturday
SYRIA	Khedivial	Port Said	Sunday	8.30 a.m.	Saturday 6 p.m.	Saturday noon	Wednes.
	Russian	Port Said	Wednes.	8.30 a.m.	Tuesday 6 p.m.	—	—
	French	Port Said	Thurs.	8.30 a.m.	Wednes. 6 p.m.	—	Thursday
	Austrian	Port Said	Saturday	8.30 a.m.	Friday 6 p.m.	—	—
CYPRUS	British	Port Said	Tuesday	8 p.m.	noon	Monday noon	Sunday
MALTA	British	Port-Said & Brindisi	Sunday	8 p.m	Sat. 14 6 p.m.	Sat. 14 6 p.m.	Wed. 4
	Itali n	Brindisi	—	—	—	—	—
	Italian	Messina	Thurs.	2 p.m.	noon	Wednes. 6 p.m.	Sunday
	Austrian	Brindisi	Satur.	8 p.m.	noon	—	Monday
JEDDA, P. SUDAN, SUAKIN MASSOWA & HODEIDA	Khedivial	Suez	—	—	—	—	—
PORT SUDAN, SUAKIN	Khedivial	Suez	Wednes.	8.30 a.m.	Tuesday 6 p.m.	Tuesday noon	Saturday
MASSOWA & ASSAB ...	British	—	—	—	—	—	Wednes.
	Italian	Suez	Tuesday	3.15 p.m.	noon	noon	—
ADEN & INDIA	British	Suez	Tuesday	3.15 p.m.	noon	Monday noon via Port Said	—
	French	Suez	—	—	—	—	—
CEYLON & AUSTRALIA	British Orient	Suez	Thursday	8.30 a.m.	Wedn. 6 p.m.	Tuesday noon via Port-Said	—
	French	Suez	—	—	—	—	—
	German	Suez	—	—	Saturday 6 p.m.	—	—
	British P. & O	Suez	—	—	—	—	—
CEYLON, CHINA, JAPAN, & Straits Settlements	British P. & O.	Suez	—	—	—	—	—
	French	Suez	Friday	8.30 a.m.	Thursday 6 p.m.	Thursday noon	—
	German	Suez	Monday	8.30 a.m.	Sun. 15 noon	Sun. 15 noon	—
ADEN & East Coast of Africa	German	Suez	Sunday	8.30 a.m.	Saturday 6 p.m.	Saturday 6 p.m.	—
DJIBOUTI, ABYSSINIA ADEN & MADAGASCAR	French	Suez	—	—	—	—	—
DJIBOUTI & ABYSSINIA	French	Suez	—	—	—	—	—

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